



# 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](https://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](https://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**

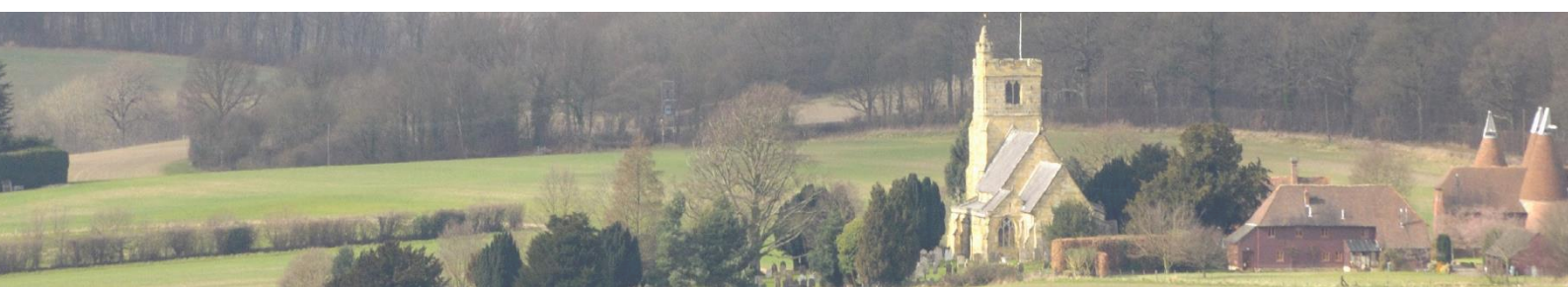
### **Environment & landscape, including:**

- 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

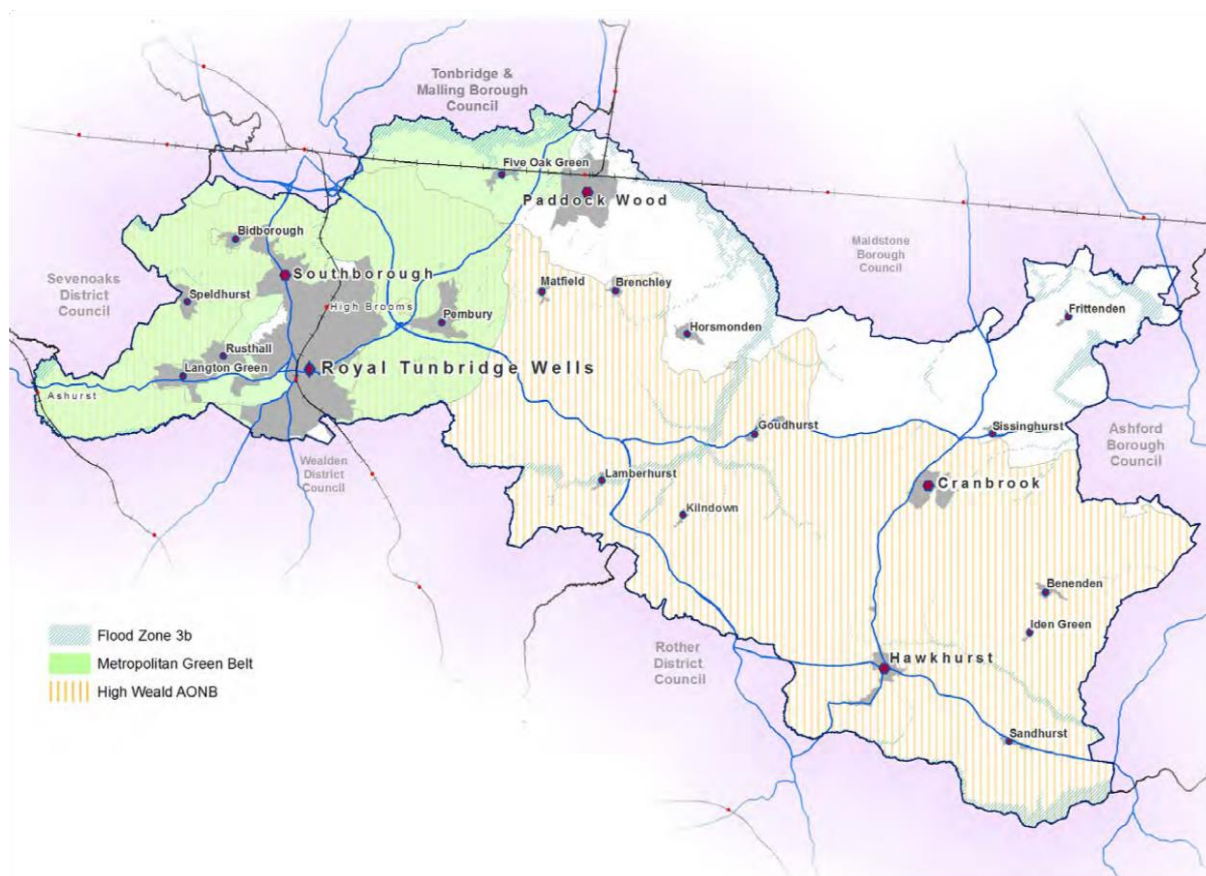
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

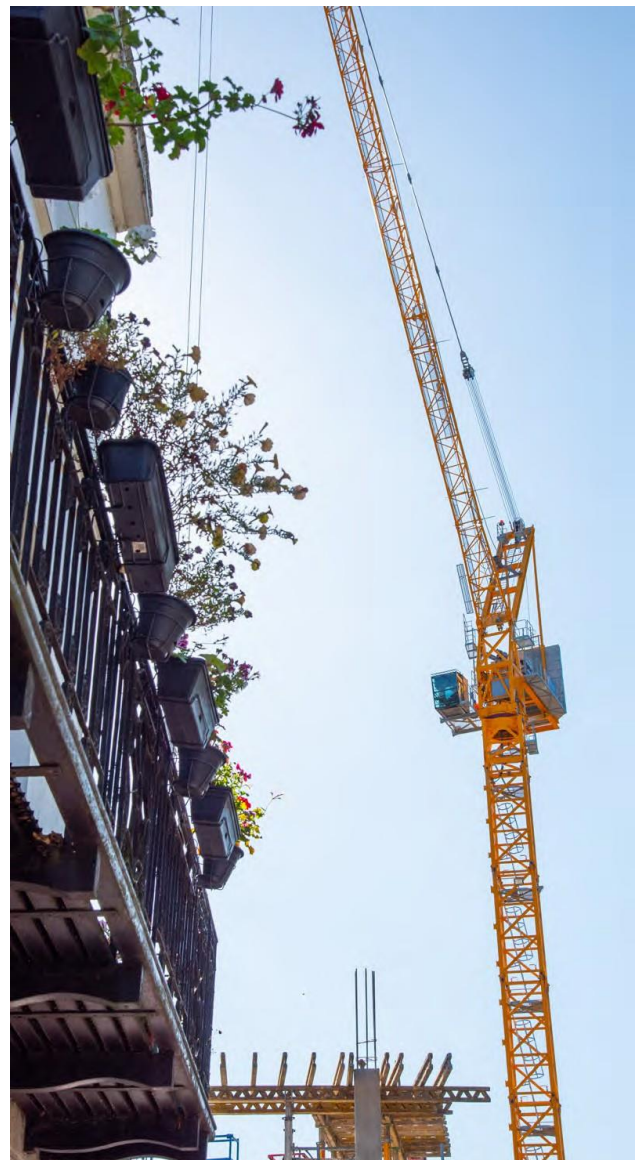
## Urban brownfield and undesignated land

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.

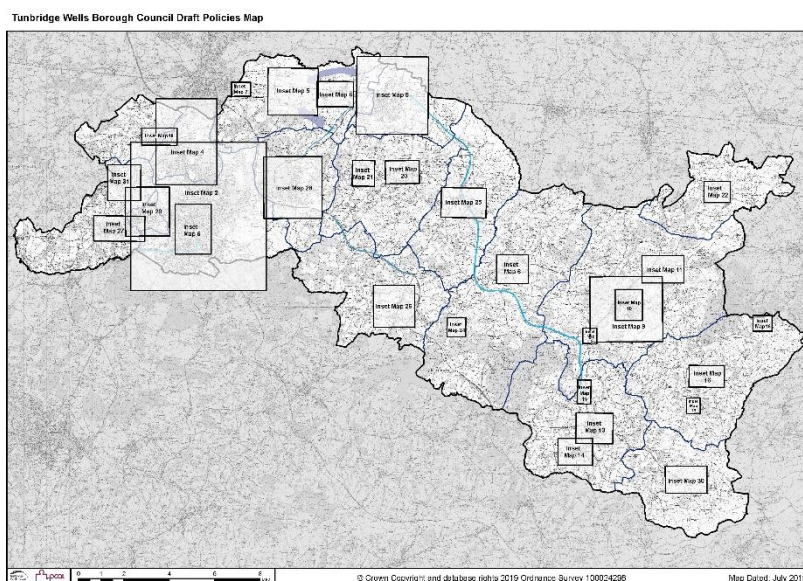
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

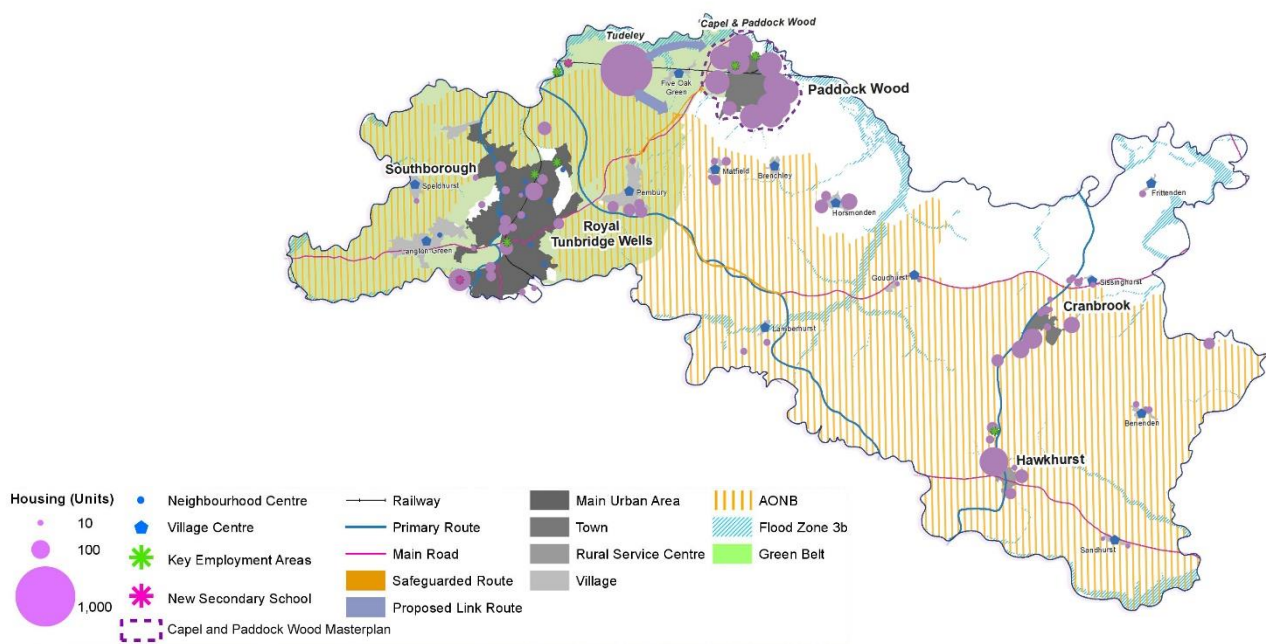
Further information about the evolution of the development strategy is set out in a

Distribution of Development Topic Paper – available at [tunbridgewells.gov.uk/localplan](https://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](https://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)



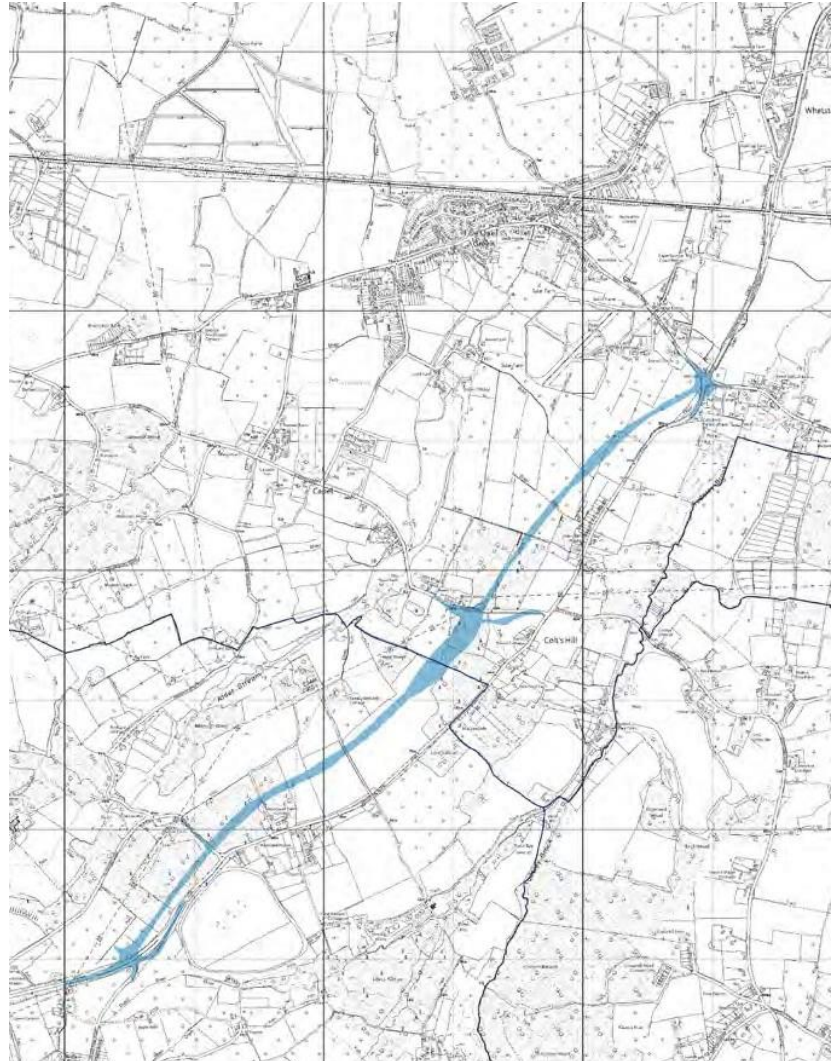
- Flood mitigation measures, particularly at Capel and Paddock Wood

## 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

# Land at Capel and Paddock Wood, and Tudeley

## Tudeley

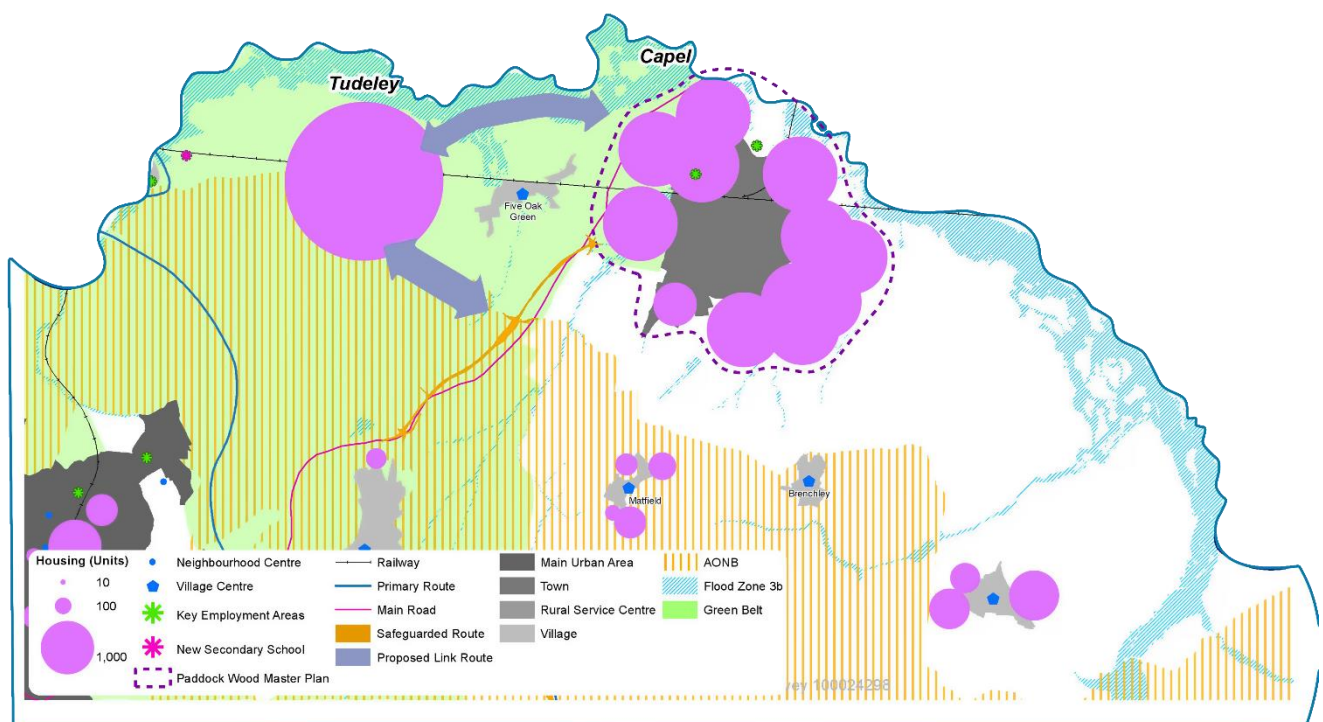
As well as the 4,000 new homes for Capel and Paddock Wood (see opposite) the Draft Local Plan proposes a garden village at Tudeley of up to 2,800 homes, to include employment and other facilities. It is anticipated that 1,900 of these homes will be built before 2036.

A masterplan approach with community involvement is key to this proposal.

## Capel and Paddock Wood

The Draft Local Plan proposes additional employment and approximately 4,000 new homes on land at Capel and Paddock Wood, including a rejuvenated Paddock Wood town centre.

In 2018 the government published a new garden settlement prospectus. It said that garden towns and villages should be vibrant, creative and affordable communities.



The Draft Local Plan proposes that the design and layout of the new settlements in Capel and Paddock Wood are masterplanned on these garden settlement principles, with the community involved and engaged in the process.

There are considerable challenges to this masterplan approach, including how flooding and transport issues are addressed. Equally it represents great opportunities to revitalise Paddock Wood town centre and the surrounding area, and to ensure that these developments are planned comprehensively from the outset.

- The policies in the Draft Local Plan are clear that strategic transport links should be provided between Tonbridge, Tudeley Village, the A228, Five Oak Green, Royal Tunbridge Wells/Southborough and land at Capel & Paddock Wood and Paddock Wood town centre
- They state that this should include the A228 Colts Hill bypass, and should “minimise the impact on the road network in Five Oak Green, and should seek to reduce traffic levels through this settlement”
- The policies are also clear that the route of an eastward link from Tudeley Village has not yet been determined. The arrows on the plan below show possible options for this link – the routes indicated by the arrows are ‘indicative’ only. Only one link would be needed. Further work is required to determine the best option
- It is also proposed that the B2017 Tudeley Lane be upgraded: this is identified as a critical priority in the Infrastructure Delivery Plan. It is not shown on the plan by an indicative arrow, as the route of the B2017 is already established

## The masterplans

The Draft Local Plan sets out that three masterplans are needed:

- 1) One which looks at what infrastructure between Royal Tunbridge Wells/Southborough, land at Capel and Paddock Wood, Tudeley, Tonbridge and back to Southborough/Royal Tunbridge Wells is needed, where this should be located, and when it is needed;
- 2) One which looks at how Tudeley village is to be planned;
- 3) One which looks at how Land at Capel and Paddock Wood, including the town centre and employment areas, should be planned.

It will be necessary for these masterplans to be informed by one another, and to “talk to” one another.

The masterplans will form the basis of Supplementary Planning Documents, which will, if these strategic sites are taken forward in the final version of the Local Plan, subsequently form part of the planning policy framework.

Future planning applications for the strategic sites will then be assessed against this framework.

## **The masterplan timetable**

In order to ensure that the masterplanning process is undertaken with the involvement of the community and businesses, relevant infrastructure providers, consultees, and developers/landowners, Parish, Town, County and neighbouring councils, it has been necessary to start work on this already, ahead of the consultation on the Draft Local Plan.

It is recognised that this work may not be taken forward if the final version of the Local Plan doesn't include these sites.

However, if this work had not started already, there is a risk that the masterplanning process would be taken forward by those with interests in the land, and it may not be as comprehensive or inclusive as the Council believes it must be.

Work will start in earnest on the masterplanning in early 2020.

The Council will keep people up-to-date through information on its website



# Paddock Wood and eastern part of Capel Parish

## Strategic Policy STR/PW1

- together with land outside Paddock Wood parish (in Capel parish), the Draft Local Plan proposes approximately 4,000 new dwellings and additional employment provision. (These are in addition to the residential developments already permitted at Mascalls Court Farm, Mascalls Court and Church Farm)
- the policies require the revitalisation and rejuvenation of the town centre, and for all development to follow a masterplanned approach on garden settlement principles
- comprehensive planning and delivery of infrastructure
  - flood infrastructure measures to reduce flood risk to certain areas of Paddock Wood
  - transport infrastructure to include the A228 Colts Hill bypass, a distributor road in the eastern part of Paddock Wood, and bus and cycle links from Paddock Wood to Tonbridge via Tudeley
  - four new primary schools and expansion of Mascalls secondary school
  - a new swimming pool, outdoor sports hub and a new community hall
  - a new doctors surgery (either here or in Tudeley village)
  - addition waste water treatment, and strategic sewerage provision

## AL/PW1 and AL/CA3 Land at Capel and Paddock Wood

- much of the land around the edge of Paddock Wood, and within the eastern part of Capel Parish, is included in this allocation
- this land would contain a mixture of housing, employment, sports provision, schools, open areas and landscaping, transport links, flood channels and flood storage
- the land falls into different parcels, and the Draft Local Plan indicates what development the Council thinks will be suitable in which parcel - with further details to be developed through the masterplanning process

- land between the A228 and the western edge of Paddock Wood would be released from the Green Belt

## AL/PW2 Paddock Wood Town Centre

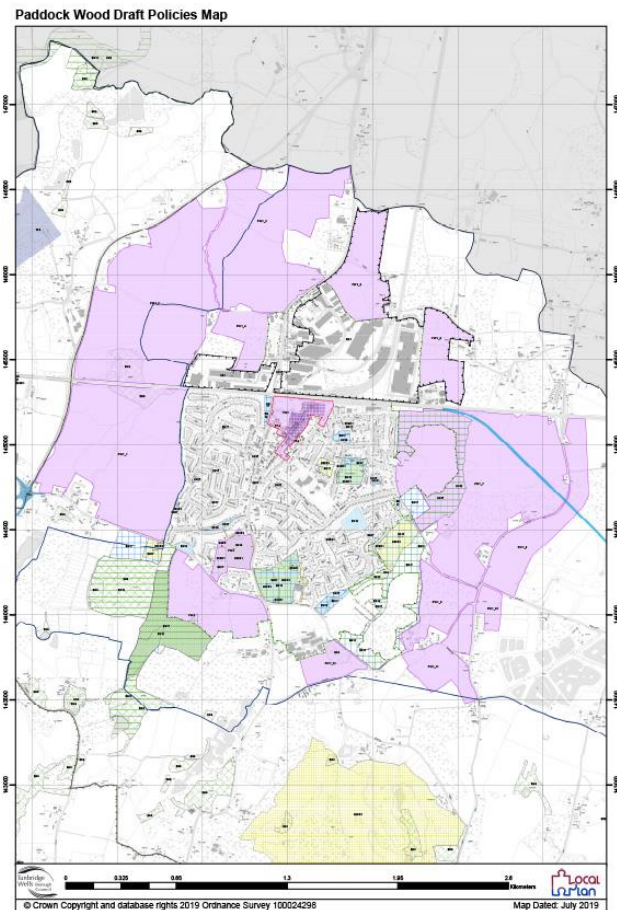
- proposals for the town centre are to be developed on a masterplanned approach, with additional retail, restaurant, office and leisure development;
- residential development would be permitted above ground floor (this will contribute to the 4,000 new homes)
- no net loss of car parking would be permitted, and additional public car parking provided

## AL/PW3 Land at Mascalls Farm

- there is an existing planning permission for 309 dwellings on this site
- through the grounding of existing overhead power lines, there is scope for approximately 115 more dwellings at this site

## AL/PW4 Memorial Field

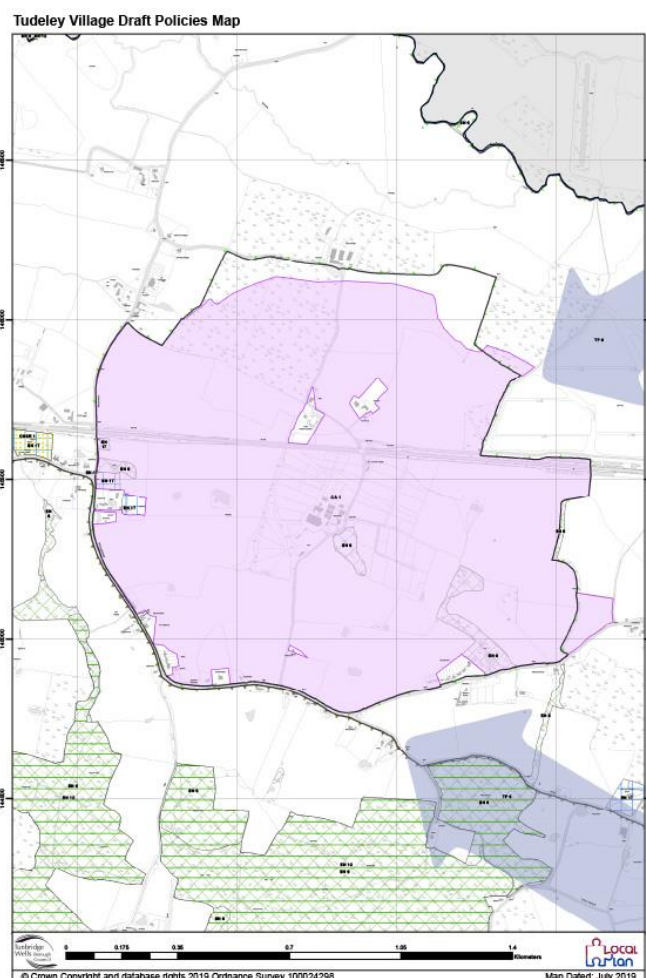
- Through the masterplanning process, this site is allocated for a community hub, subject to compliance with planning requirements involving the reduction in the area of playing fields



# Tudeley Village Draft Policies Map

## Strategic Policy STR/CA1

- land is proposed to be allocated for a new standalone garden settlement (Tudeley Village) of 2,500 – 2,800 houses (of which 1,900 are expected by 2036) with employment, retail, community facilities etc.
- approximately 4,000 new houses, employment, education facilities, etc. are proposed at the site known as Land at Capel and Paddock Wood. The western part of this site is in Capel Parish, with the rest in Paddock Wood. Further information on this proposed allocation is provided on the “Paddock Wood and eastern part of Capel Parish” board
- a new secondary school to the west of Tudeley Village and to the east of Tonbridge
- development in Capel Parish is to be supported by the comprehensive planning and delivery of infrastructure:
  - flood infrastructure measures to reduce the flood risk to certain areas of Five Oak Green
  - transport infrastructure to include transport links from Tudeley Village to the east (with options still being considered, but to potentially include a link to the A228 Colts Hill bypass) and bus and cycle links between Paddock Wood and Tonbridge, via Tudeley Village
- the Council has been, and continues to, liaise with Tonbridge and Malling Borough Council and Kent County Council on the implications of strategic development in Capel Parish, and the impacts on infrastructure and services



## AL/CA1: Tudeley Village

- this allocation is for the garden settlement referred to above in STR/CA1
- this would be developed using a masterplanned approach, with the layout of the masterplan to respect the setting of the near-by important heritage assets, the topography of the landscape etc.
- two new primary schools would be provided as part of the settlement, or one larger primary school and the expansion of Capel Primary School
- the policy requires that the design of development would be of exemplary high quality, with exceptional abilities to walk and cycle through the settlement, and low levels of car use
- this land would be removed from the Green Belt. The Green Belt boundaries are indicated by the black line on the plan, as they follow existing physical features, although this is likely to be refined through the masterplanning process. Land between this line and the allocation land (in pink) would not form a built part of the site.

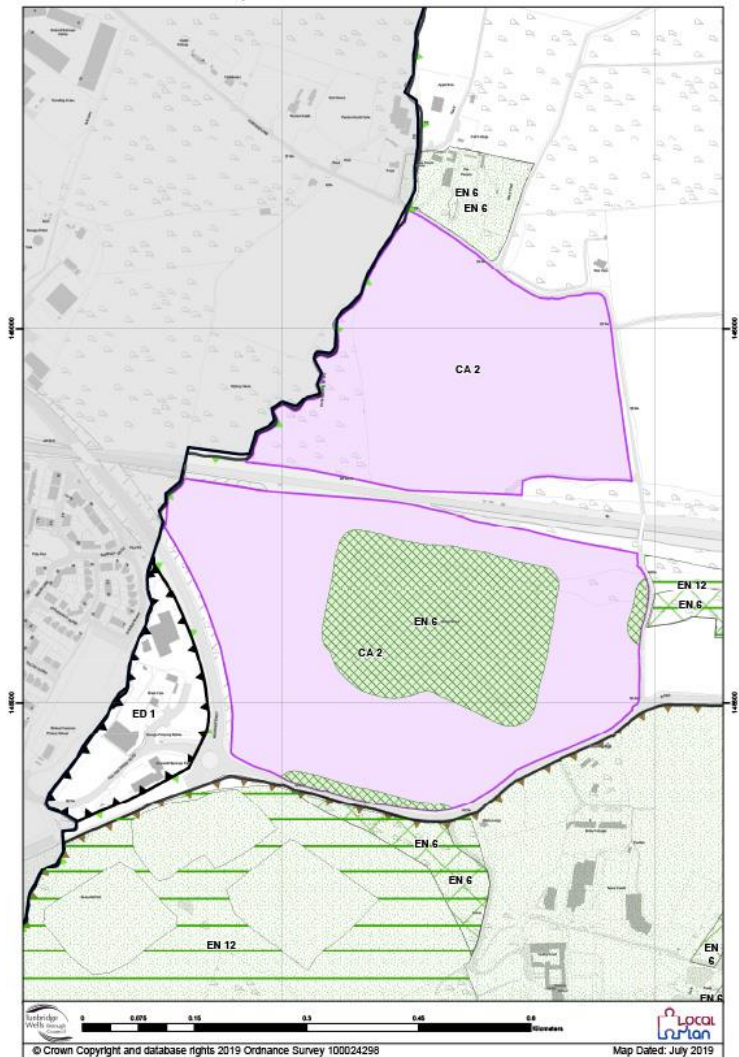


# Land East of Tonbridge/Brook Farm Draft Policies Map

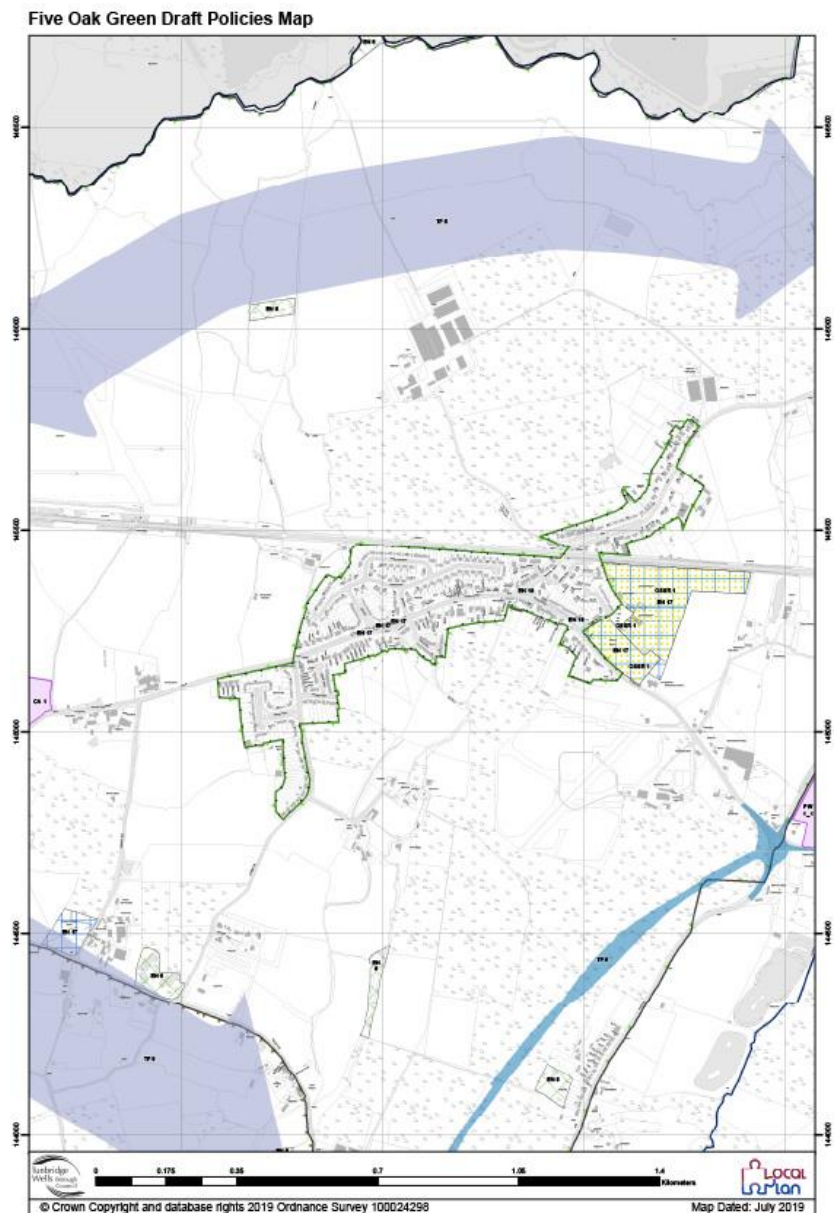
## AL/CA2: Land to the east of Tonbridge/west of site for Tudeley Village

- this allocation is for a secondary school
- the school buildings would be on the southern side of the railway line, with some sports field provision on the northern side. There is a link across the railway line
- there is an area of ancient woodland within the site; the layout of the school would respect this and provide a necessary buffer around it
- the Council has been liaising closely with Kent County Council on this site, including on how children and teachers would travel to and from the site, and where children would travel from

Brook Farm Draft Policies Map



# Five Oak Green Draft Policies Map



# Pembury

## Strategy for Pembury

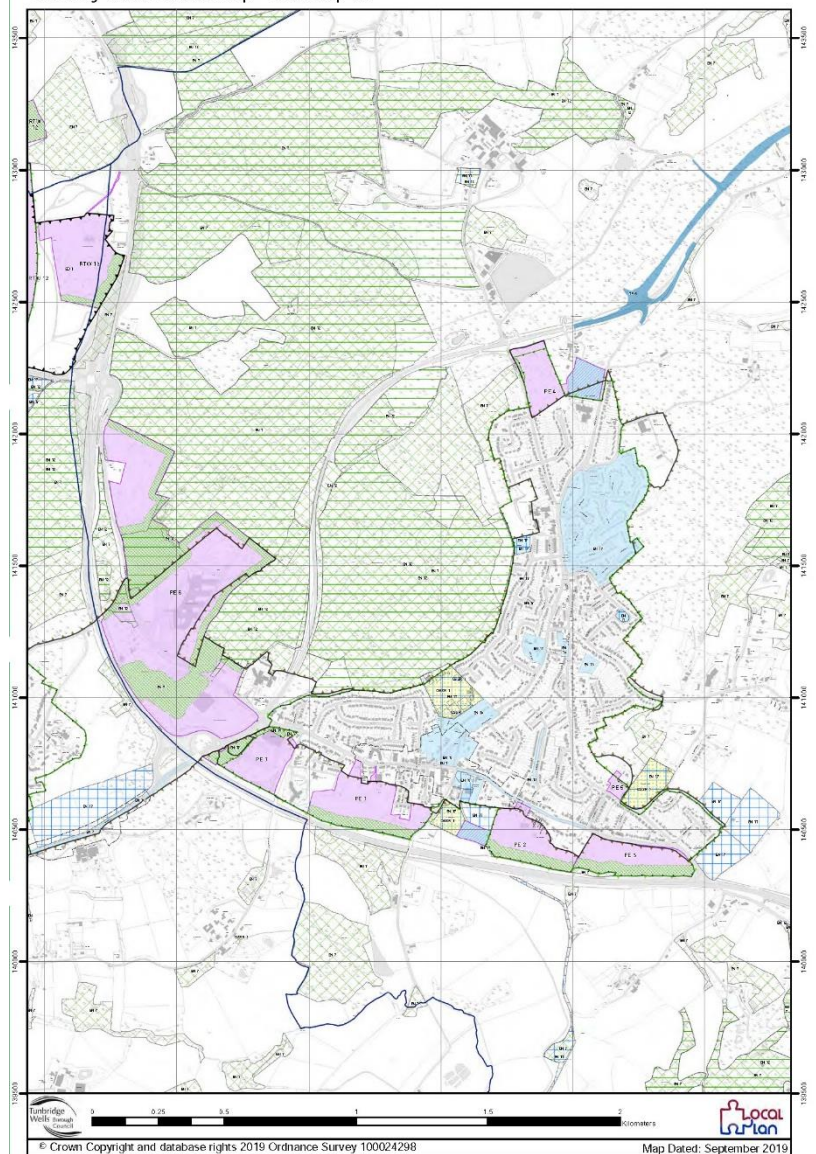
Five sites are proposed to be allocated for development, providing some 300 new dwellings in total. The 'Limits to Built Development' around the main built-up area are proposed to be amended accordingly.

Additional housing may be delivered through the redevelopment of appropriate sites.

It is expected that measures will be taken to reduce impact of proposed development on the A21/Henwood Green Road junction and the A21/A254 junction.

A key transport proposal is an offline A228 Colts Hill bypass. Within Pembury, a cycle link is to be developed, to link with the wider network. Other infrastructure provisions are for consolidation of facilities at the Hospital site, an extension to the GP Practice, and improvements to recreation facilities.

Pembury Draft Policies Map - Inset Map 28





## **Policy AL/PE1 – Land rear of High Street and west of Chalket Lane**

This is proposed as a mixed development for housing (providing 70-80 dwellings), a community facility and extended village hall public parking. It is expected that there will be improved vehicular access from Pembury High Street.

The site incorporates a broad landscape/noise buffer alongside the southern edge adjacent to the A21.

## **Policy AL/PE 2 - Land at Hubbles Farm and south of Hastings Road**

This site is proposed to be allocated for approximately 90 residential dwellings, with land in the south-west of the site safeguarded for cemetery expansion and a broad landscape/noise buffer alongside the southern edge adjacent to the A21. Vehicular access is expected to be from Hastings Road.

## **Policy AL/PE3 – Land north of the A21, south and west of Hastings Road**

This site is proposed to be allocated for approximately 90 dwellings, with access from Hastings Road and including a pedestrian crossing point. Site adjoins Policy AL/PE2 land, also with landscape/noise buffer to south.

It is expected that there would be consideration given to whether the scheme could include provision of some small business units (subject to highway considerations).

## **Policy AL/PE4 – Land at Downingbury Farm, Maidstone Road**

A mix of uses is proposed. It includes approximately 25 dwellings accessed from Church Road, land for small business units accessed from Maidstone Road, and the safeguarding of land for potential expansion of the Hospice in the Weald.

It is expected that this scheme will consider impact on the setting of the listed farm houses and buildings.



## **Policy AL/PE5 – Land at Sturgeons fronting Henwood Green Road**

This brownfield site is proposed to be reused/redeveloped for approximately 19 dwellings. This already has planning permission.

## **Policy AL/PE6 – Land at Tunbridge Wells Hospital, Pembury and adjacent to Tonbridge Road**

The area is proposed to be allocated as a key medical facility, for developments with a direct functional link with the hospital or any associated emergency services. This includes for rehabilitation or training, key worker housing, hospital expansion, potential hospital parking and public transport interchange facilities.

Development would be subject to a number of criteria relating to such matters as environmental and transport impacts.

The site is proposed to remain designated Green Belt. All proposed development would need to demonstrate very special circumstances supported by evidence of need in this location.

## **Policy AL/PE7 – Woodsgate Corner**

The site is proposed to be allocated for car showroom and associated uses, subject to a number of environmental and transport criteria.

The council is now considering a planning application (19/00884) for development of a Motor Village Car Dealership and minor alterations to the Tesco food store car park.

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

# 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.



# 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](http://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](https://tunbridgewells.gov.uk/localplan)

[tunbridgewells-consult.objective.co.uk](https://tunbridgewells-consult.objective.co.uk)