

Examination of the Tunbridge Wells
Borough Local Plan

Tunbridge Wells Borough Council
Hearing Statement

**Matter 3: The Strategy for Tudeley
Village**

Issue 2: Five Oak Green Bypass

Document Reference: TWLP/124



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Matter 3 – The Strategy for Tudeley Village

Issue 2 – Five Oak Green Bypass

Inspector’s Question 1: [re. Expansion of Paddock Wood without Five Oak Green Bypass]

The Council’s position (as set out in paragraph 3.39 of Examination Document PS_054) is that “...*the bypass would be necessary to accommodate the traffic generated by the new settlement, when developed alongside the major expansion of Paddock Wood.*” What evidence is there to demonstrate that the expansion of Paddock Wood would therefore remain acceptable without a bypass of Five Oak Green?

TWBC response to Question 1

Introduction

1. The Submission Local Plan [[CD_3.128](#)] sets out the context for the allocation at Tudeley Village (STRSS 3) and for the delivery of 2,800 new homes including a range of supporting facilities including schools and other services.
2. The infrastructure required to support a new settlement of this scale in the location proposed has been identified in the SLP and masterplanning work associated with it.
3. Notwithstanding the general principle that the overall strategic growth warrants highway infrastructure improvements, highway modelling shows that the growth at Tudeley Village (and to a more limited extent that at Paddock Wood and east Capel) would increase traffic through Five Oak Green. The Five Oak Green bypass is required to alleviate issues caused by strategic development at Tudeley Village. The point highlighted within para 3.39 of the Development Strategy Topic Paper Addendum ([PS_054](#)), refers to the interlink that would occur between the two settlements through the siting of the larger secondary school provision at Tudeley and the larger sports facilities in the form of the Sports Hub, being placed at Paddock Wood and east Capel. However, the position concerning the highway need for the Five Oak Green Bypass is set out within the Council’s Hearing Statement for the Stage 2 hearings (Summer 2022) in response to the Inspector’s

questions concerning Deliverability of the Five Oak Green Bypass (Document Reference: TW/LP/022 (Matter 6, Issue 1, Question 17, para 160) which states that the Five Oak Green Bypass would not be an essential requirement for the Paddock Wood and land at east Capel Strategic Sites as other routes would exist to gain access to the A21 and Tonbridge. However, as highway impacts would still occur through Five Oak Green village as a result of the Paddock Wood and east Capel sites, these developments would be expected to contribute towards traffic control/ traffic calming in order to deal with these impacts.

Consideration

4. The Strategic Site Masterplanning and Infrastructure Report (CD_3.66) sets out the Infrastructure Framework necessary for the different scenarios for the strategic growth. In regard to a Paddock Wood and land at east Capel only scenario it identifies a potential Colts Hill Bypass and other main road infrastructure requirements (Table 13) but it does not include reference to a Five Oak Green bypass.
5. The revised strategy for strategic sites at Paddock Wood and land at east Capel involved a revisiting a number of key matters in order to overcome the issues raised. These included the following:
 - Flood Risk and impacts on development, including housing capacity (and divergence from the Strategic Sites and Infrastructure Framework Study Option 3 identified by the Inspector)
 - Employment land provision - review of options
 - Education provision
 - Sports and recreation provision
 - Transport and other necessary infrastructure
6. These issues and the conclusions reached will be outlined in more detail in the Council's other hearing statements concerning The Strategy for Paddock Wood and east Capel. However, the central outcome from this further work is that significantly less housing growth is proposed for Paddock Wood and east Capel as opposed to the Submission Plan. Up to 2,532 dwellings are now proposed for the combined Strategic Sites at Paddock Wood and east Capel and this equates to a reduction of 918 dwellings from the 3,450 dwellings proposed by the Submission Plan.

7. This level of reduction in the growth proposed, has resulted in lower overall highway impacts and the details of this relative to this lower level of growth has been assessed through the further highways modelling work undertaken. This is outlined within section 5.2 of the SWECO Strategic Transport Assessment Report (attached under Appendix 1). In particular with respect to Five Oak Green, section 5.2.2 outlines that modelling shows congestion rises along the B2017 through Five Oak Green, however the demand is not of a level to justify a major expansion in link capacity or a new link road such as the Five Oak Green bypass that was previously considered in the Submission Local Plan. Enhanced traffic management through the area is recommended as mitigation, to better support the flow of vehicles whilst also integrating this with enhanced infrastructure for sustainable travel modes.

Conclusion

8. Overall, the further work on the revised growth strategy for Paddock Wood and east Capel and the associated highway modelling discussed above, demonstrates that this level of growth is capable of being delivered without the need for a bypass of Five Oak Green. Highway mitigation measures would be delivered within the existing route through Five Oak Green, funded by the strategic sites, which would be sufficient to mitigate the congestion caused.

Inspector's Question 2: [re. Effects from Five Oak Green Bypass]

Examination Document PS_039¹ considers the potential effects from the bypass and associated works on the setting of the High Weald AONB, the setting of designated heritage assets, landscape features and ecology, landscape character and historic landscape character and Public Rights of Way. How did the Council take this assessment into account in responding to the Inspector's Initial Findings and what are the reasons for now suggesting that the allocation is unsound?

TWBC response to Question 2

Introduction

9. The proposals for Tudeley Village (STR/SS 3) require a bypass link to go south from Five Oak Green Road (B2017) to the Colts Hill Bypass. Within the broad locality of the allocation there are a number of listed buildings associated with the B2017, which adjoins the site boundary.
10. The proposed broad route for the Five Oak Green Bypass (FOGB) would be within the setting of the High Weald AONB (Henceforth referred to as the High Weald National Landscape HWNL), the northern boundary of which is aligned with Alders Road, within proximity of several listed buildings, within the setting of areas of Historic Landscape character nearby to Public Rights of Way, and near to streams watercourses, trees hedgerows and ancient woodland. See **Appendix 2**.
11. The Council has undertaken specific review as part of the Submission Local Plan evidence of the likely impacts through the AONB Setting Analysis Report [[CD 3.95a](#)] identifies that development at Tudeley could potentially “adversely affect the setting to the AONB – if no mitigation is put forward” with particular reference to “development on the high ground to the south of the site, adjacent to the B2017”
12. In the Initial Findings [[ID-012](#)] it was a concern raised that ‘only limited information has been provided to consider the visual impact of a new road in this location. This is especially important when considering the topography of the area, the need for a crossing over the Alder Stream, heritage and the proximity of the road to the AONB.’ (paragraph 27)

¹ Red, Amber, Green (RAG) Assessment – Access and Movement

13. The council has since undertaken a review of matters raised in the Initial Findings regarding the FOGB in its RAG Assessment – Access and Movement - Five Oak Green Bypass report (RAG Assessment) [[PS_039](#)].

Consideration

14. The Council commissioned a further study in the form of a Red Amber Green Assessment (PS_039) to assess the matters raised in the Initial Findings specifically relating to the FOGB. This review gave a Red rating assessment for the Landscape and Visual Impact in its initial review but noting that further analysis could be undertaken.

15. The RAG Assessment was a desktop review highlighting any environmental sensitivities and constraints upon the route for the proposed FOGB, and the potential for significant landscape and visual effects which could remain after mitigation.

16. The RAG Assessment reviewed the setting on the HWNL, impact on Listed buildings, Impact on Landscape features and ecology, impact on Landscape Character and historic Landscape character, and on the Public Rights of Way (PRoW) network.

17. Both the AONB Setting Study for Tudeley [[CD 3.95c](#)], and RAG Assessment identify that owing to the proximity to the northern boundary of the HWNL, which runs along Alders Road, there are visual receptors which have a high visual sensitivity. The Initial Findings [[IS_012](#)] identify that there is limited information on the impact from the proposed bypass and concludes that 'Without proper consideration of these issues, it is therefore not possible to determine the likely suitability of the scheme' (paragraph 27). As a consequence the Council has undertaken further landscape assessment work in the form of the RAG Assessment [[PS_039](#)] which does indicate that the location of the bypass would be in a landscape area of transition between the high and low weald, and that strongly recommended that the FOGB route alignment / design is revisited and reviewed against potential environmental effects, including those upon the setting of the High Weald Area of Outstanding Natural Beauty.

18. Moreover the RAG Assessment does set out that mitigation will be required and broadly what this mitigation could comprise, such as the consideration of the final alignment, consideration of cut and fill, wider land take and potential for landscape tie-in and provision of landscape infrastructure/screening, and the provision of landscape planting in keeping with the prevailing character of the area, which is also identified in the AONB Setting Study for Tudeley as potential mitigation.

19. Nevertheless, it is acknowledged that there are environmental sensitivities and constraints upon the route, such that landscape advice in the RAG Assessment is that there is the potential for “significant” landscape and visual effects, including on the setting of the HWNL, to remain after mitigation ([RAG Assessment Page 7; Landscape and Visual Impact commentary](#)).
20. In terms of impacts on listed buildings, historic landscape character, landscape features, and views from public rights of way and other visual receptors, careful consideration would need to be given to alignment (including vertical alignment) and land take (to secure mitigation space). There is the potential for such treatments to reduce effects to being not significant.

Conclusion

21. Overall, the landscape and visual impact of the bypass is regarded as a significant risk to the acceptability of the FOGB at this point. The works necessary such as a full Landscape and Visual Impact assessment (LVIA) would take time to complete, but without a more detailed design of the FOGB it would merely be a further desk-top exercise. The assessment of the proposed route, the road design, detailed assessment of ecology, heritage, arboriculture, and flooding, would be required in order to inform the LVIA and potential impact of the bypass on the HWNL, and without this significant level of extra work it is considered, in combination with other matters set out in the Councils responses to Matter 3, unlikely to satisfy all of the points raised in the Initial Findings.

Inspector's Question 3: [re. Further Options]

**Have further options been considered for the alignment of the route?
Could the same transport infrastructure be provided in another way, for example?**

TWBC response to Question 3

Introduction

22. The Submission Local Plan proposals for Tudeley Village (STR/SS 3) requires a bypass link to go south from Five Oak Green Road (B2017) to the Colts Hill Bypass (offline A228). The constraints for such a scheme are set out above in the Councils response to Matter 3, Issue 2, Q2.
23. A detailed assessment for the masterplanning of the Tudeley Village proposals (STR/SS 3) were undertaken in the Strategic Sites Masterplanning and Infrastructure Study (SSMIS) [[CD 3.66](#)], which reviewed the Baseline position (Appendix 2 [CD 3.66c](#)), and through the Access and Movement Report for Tudeley (Appendix 4B Tudeley [CD 3.66e\(iv\)](#)).
24. The Local Plan Transport Evidence Base: Transport Assessment Report [[CD 3.48](#)] (Table 9-2 - Summary of Mitigation Scheme by Intervention Type) underpins the Regulation 18 Draft Local Plan [[CD 3.9](#)] pinpoints that a key element of the strategic delivery at Tudeley Village will be determining the most appropriate route to link to the road network to the east, which shall minimise the impact on the existing highway network through Five Oak Green, and should seek to reduce traffic levels through this settlement (Criterion 9 of AL/CA 1).

Consideration

Alignment of the Five Oak Green Bypass Route

25. The initial work undertaken by the Council on preparing the masterplanning for Tudeley Village and how it could meet the necessary infrastructure needs did identify the need for a link road to reduce highway trips through Five Oak Green, as part of a package of Strategic transport links to be provided between Tonbridge, Tudeley Village, the A228 Maidstone Road, Five Oak Green, Royal Tunbridge Wells/ Southborough, and Paddock Wood and east Capel and Paddock Wood Town Centre. This included the provision of an

offline A228 strategic link. The Five Oak Green bypass link road would need to join the A228 near Colts Hill.

26. The Strategic Sites Masterplanning and Infrastructure Study (SSMIS) identifies the preferred option for the link, which comprises a 6.75m wide road (plus margins), verges up to 3m wide to facilitate cycle/pedestrian links, specifications to meet DMRB standards, and a roundabout junction with the B2017 east (paragraph 6.24)
27. The SSMIS identifies that the Five Oak Green bypass option in the Submission Local Plan assumes an alignment that avoids flood land, ancient woodland and seeks to minimise the number of landholdings through which it passes. Given the short distance of the link (approximately 1.1 to 1.2 kilometres) there are limited options available for this route, hence that shown is the most logical and economical that minimises length of road and impact on the wider constraints.
28. As part of the SSMIS an option utilising Alders Road has been explored, however the alignment, width and forward visibility of the existing route is not considered appropriate for upgrade and would likely result in significant impacts on the AONB, hedgerows and trees.

Providing the Transport Infrastructure Another Way

29. In regard to alternative solutions the Local Plan Transport Evidence Base: Transport Assessment Report (paragraph 9.7) identified a number of high-level strategic interventions into the highway network that were capable of resolving the local plan growth related impacts on the network. A number of these were discounted.
30. A proposed Southern Bypass looked at removing a significant level of east/west through traffic from Royal Tunbridge Wells by providing a bypass road that links the key A and B roads from Pembury over to Langton Green and all these key links to the south in between.
31. A high-level sensitivity testing of the southern bypass route which did result in some of the junctions performing within capacity, however the link failed to reduce congestion on key junctions on the A26 corridor and the A264 corridor and had limited impact on the junctions close to the key local plan sites around Paddock Wood or the key employment sites around North Farm.
32. Further factors affecting the deliverability of the Southern bypass were that most of the route would go through the High Weald National landscape with a number of ancient

woodlands being in the area, and the cost of the scheme being prohibitively high (£100m-£150m) to its delivery and, most likely, relying on central government funding. Critically it was considered in the Study that the Southern Bypass was not needed to mitigate the allocations in the Submission Local Plan.

Halls Hole Road / A264 (Pembury Road) Junction and Potential Bus Lane

33. The Halls Hole Road junction has been appraised as part of the Study and indicates that it remains over capacity into the future with the growth identified in the Submission Local Plan. The Study identifies that there are many constraints to delivery but does set out that there would be benefits associated with junction improvements such as traffic light recalibration.
34. Other A264 Pembury Road corridor improvements are included as part of the Submission Local Plan highway infrastructure requirements.

A26 (London Road) Corridor Widening

35. The corridor width is primarily constrained by Tunbridge Wells Common and property boundaries from homes, shops, and services. The high-level Study analysis identifies that due to highway width constraints, a significant road widening scheme on the A26 corridor would be very costly, notwithstanding also potentially damaging to the local streetscape.
36. With the low projected development in the Submission Local Plan in the area of the A26 the cost of a widening scheme along the A26 corridor could not be justified as part of the Local Plan.
37. The above work reviewed potential high-level opportunities for significant interventions into the highway network including a new off-line Southern bypass, but the alternative solution of including the Five Oak Green bypass was the most cost-effective and deliverable way of mitigating the highway impact from Tudeley Village.
38. Alternative routes within the general alignment corridor have not been explored further than in the Submission Local Plan evidence base.

Conclusion

39. The preferred route for the Five Oak Green bypass is set out in the Submission Local Plan policy for Tudeley Village (STR/SS 3), where 'it is proposed that a new link road, bypassing Five Oak Green, will be provided connecting an improved A228 around Colts

Hill to the south east corner of the new settlement. Land is identified indicatively on the Policies Map for these highway works.’

40. It is acknowledged that further detailed studies to include concept design and review and an LVIA will be necessary in order to determine the precise location of the bypass alignment, and at this stage this work has not been undertaken. The Council’s response to Matter 3, Issue 2 Q1 sets out what this would entail.

41. As part of the high-level screening for assessing the suitability for Tudeley Village allocation (STR/SS 3), certain bypass routes were taken into account prior to settling on the route identified in the Submission Local Plan from the B2017 south towards the A228. See **Appendix 3**. Further more detailed analysis would need to be advanced to categorically identify whether the highways infrastructure could be provided in another way.

Inspector's Question 4: [re. Highway Safety, Noise and Air Quality]

In responding to the Inspector's Initial Findings, Examination Document PS_039 states that highway safety, noise and air quality concerns around Capel Primary School are valid and would require additional work to address them. Has this additional work been carried out?

TWBC response to Question 4

Introduction

42. The Submission Local Plan [\[CD 3.128\]](#) proposals for Tudeley Village (STR/SS 3) require a bypass link to go south from Five Oak Green Road (B2017) to the Colts Hill Bypass (offline A228). Land for these proposed highway works and the alignment of the bypass is identified indicatively on the Policies Map for Five Oak Green [\[CD 3.129ej\]](#).
43. The bypass would adjoin the B2017 to the west of Five Oak Green adjacent to the existing junction of Church Lane which is opposite Capel Primary School.
44. The Initial Findings set out, amongst other things, three main concerns with the bypass, one of which relates to the location of the junction with the B2017. The Initial Findings state 'At the hearings the Council confirmed that no detailed consideration had yet been given to the appropriateness of this location having regard to issues such as air quality, road and pedestrian safety and noise' (paragraph 26).
45. The Council's RAG Assessment – Access and Movement – Five Oak Green bypass document (RAG Assessment) [\[PS_039\]](#) assesses these concerns.

Consideration

46. The council has undertaken a Red, Amber, Green assessment of all of the concerns raised in the Initial Findings relating Tudeley Village allocation (STR/SS 3) to establish where further, more detailed work, should be undertaken on any singular matter.
47. This RAG [\[PS-039\]](#) Assessment reviewed each of the areas of concern in turn.
48. With regard to the location of the bypass junction and the Air Quality concerns outside Capel Primary School, it is considered that the positioning of a roundabout outside a school is unlikely to have any direct impact on pupils in terms of air quality, and that it is likely to be well below legal limits, albeit it is acknowledged that further detailed modelling

would be required (TAG Assessment 2.4 Air quality concerns outside Capel Primary School commentary).

49. The RAG Assessment identified certain interdependencies between the proposed developments at Tudeley Village, and Paddock Wood and land at east Capel, which would generate more traffic along Five Oak Green road or the proposed bypass with the potential for this to have a detrimental impact on air quality. However conversely the RAG Assessment also assumes that a large proportion of pupils using the Capel Primary School would live locally in particular at Five Oak Green and that the bypass would remove a substantial amount of road traffic through the village reducing exposure to pollution and meaning that for some the overall change is likely to be negligible.
50. The concern regarding Air Quality was flagged as an Amber risk, and it was recommended that high-level air-quality assessment of the proximity of the junction was undertaken.
51. Regarding the Noise concerns outside Capel Primary School a similar approach was taken in the RAG Assessment. It was considered that positioning a roundabout outside a school is unlikely to have any adverse noise impacts on pupils.
52. Nevertheless, the concern regarding Noise was flagged as an Amber risk, and it was recommended that a noise assessment covering the proximity of the junction was undertaken to resolve matters of concern.
53. In regard to Road and pedestrian safety concerns outside Capel Primary School the RAG Assessment indicated that the scheme would not pose any significant issues in relation to road or pedestrian safety. Furthermore, the scheme might even provide some benefits to the school. For example, Capel Primary School sits within a 30mph speed limit but the nature of the road (wide and straight with no traffic calming and limited built frontage) means speeding can potentially be an issue, therefore the addition of the roundabout will help to slow traffic and help to improve road safety.
54. Moreover, the location and design of the junction with the bypass, and its proximity to the school would provide an opportunity to provide a dedicated drop-off/pick-up car park for the school adjacent to the new bypass, bringing wider benefits to the school and community.

55. This particular concern was also flagged as an Amber risk but once additional work has been completed it is believed that the road and pedestrian safety outside Capel Primary School should no longer be a concern.

Conclusion

56. A RAG Assessment [[PS_039](#)] reviewing all of the points raised in the Initial Findings [[ID-012](#)] has been undertaken. Further work on air quality, noise and highway safety has been identified as being needed within the assessment, but has not at this stage been undertaken.

Inspector's Question 5: [re. Location and Justification for Five Oak Green Bypass]

Is the Five Oak Green bypass and associated works justified in the location proposed having regard to the matters identified in the questions above? If not, does this mean that the allocation is unsound?

TWBC response to Question 5

Introduction

57. The proposals for Tudeley Village (STR/SS 3) require a bypass link to go south from Five Oak Green Road (B2017) to the Colts Hill Bypass which is set out as a requirement in the [Submission Local Plan](#). Without it the highway network would have junctions that would exceed capacity.

58. The Initial Findings raise some matters of concern about The Five Oak Green bypass which the Council has considered through the RAG Assessment [[PS_039](#)].

59. The Council has responded to the [Initial Findings](#) by undertaking a significant amount of further work to justify the Plan as a whole having regard to the many interrelated factors which cover the Tudeley Village allocation (STR/SS 3) and that of Paddock Wood and Land at east Capel (STR/SS 1). The proposed changes to the Submission Local Plan are set out in the Council's Development Strategy Topic Paper Addendum [[PS_054](#)].

Consideration

60. The [NPPF](#) identifies that 'The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)' (paragraph 74).

61. As context, the SLP position is that the Five Oak Green bypass would be a necessary piece of infrastructure to accommodate the traffic generated by the new settlement at Tudeley Village.

62. The Council has tested other approaches to the delivery of the road infrastructure as set out in its response to Matter 3, Issue 2, Question 3, and whilst some of the matters of concern raised in the [Initial Findings](#) such as the impact from the bypass on Air Quality,

Noise and Highways safety are thought to be easily resolved with further assessment of the design of the junction of the bypass with the B2017 Five Oak Green Road.

63. The impact from the bypass on the setting of the HWNL will need significantly more as set out in the Council's response to Matter 3, Issue 2, Question 2 work, and which will further delay the assessment of the suitability of the Five Oak Green bypass. This is considered along with other matters raised in the Council's Development Strategy Topic Paper Addendum [[PS 054](#)] which relate to the deliverability of the overall allocation.

Conclusion

64. The further advanced work required to be undertaken both in relation to FOGB and other matters identified by the Inspector in terms of delivery [Initial Findings paragraphs 30 – 35] would cause significant delay to the adoption of the Plan without any reasonable certainty at this stage that the Tudeley allocation would be found sound having regard to the reliance placed on the provision of a FOGBP.

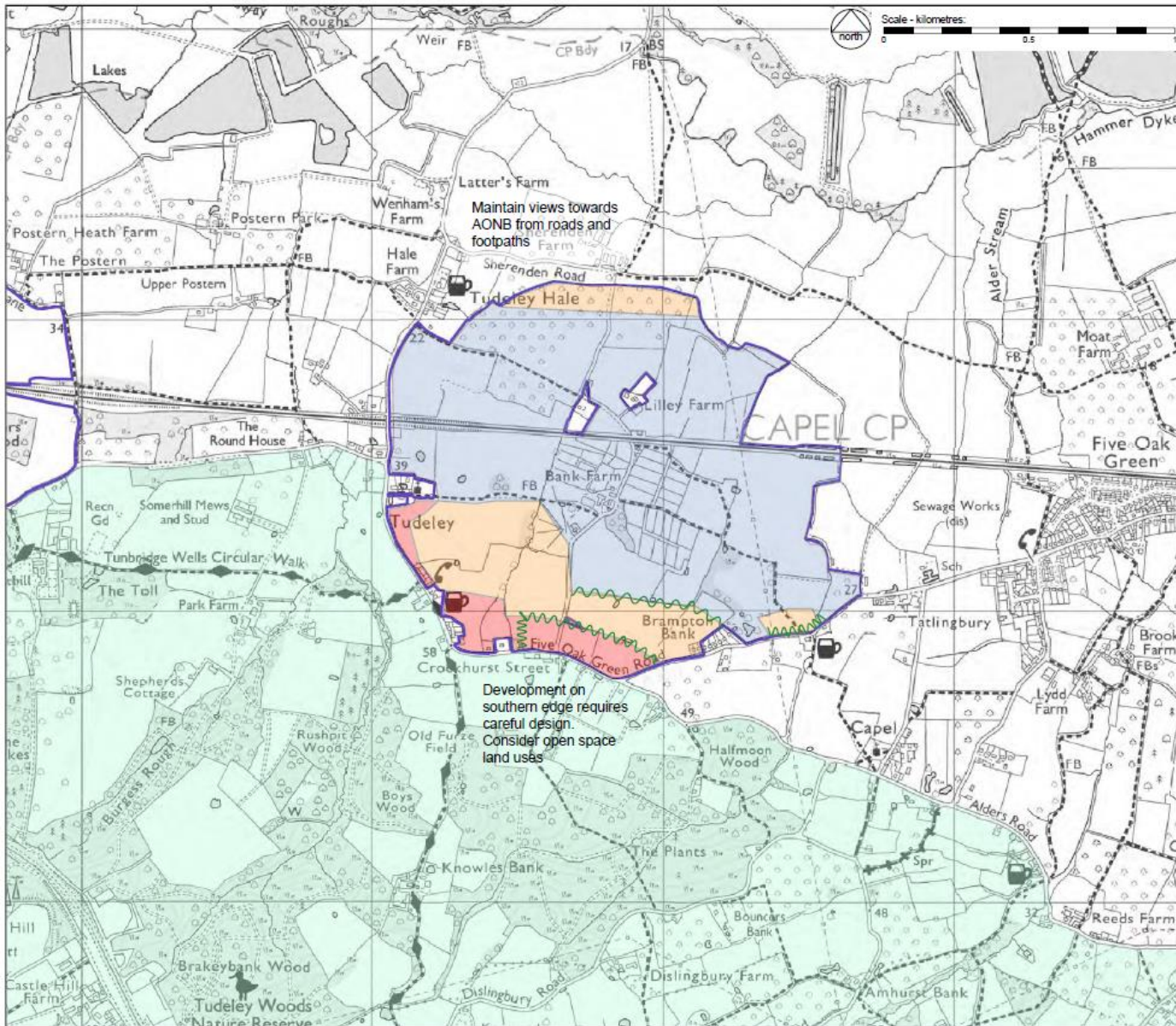
65. Proposals for Tudeley Garden Village are now considered to be insufficiently advanced for inclusion in this round of plan making and as a potential future option will need to be considered in the round with other options as part of a Local Plan early review details of which are set out in the Council's response to Stage 3 Matter 1 Issue 3 – Proposed Strategy and Early Review.

Appendices

Appendix 1: SWECO Strategic Transport Assessment Modelling Appraisal

Please see Appendix 1 of the Councils response to Matter 3 Issue 1 for this document.

Appendix 2: Five Oak green Bypass setting



KEY

- Allocation Boundary
- High Weald AONB
- Very high sensitivity area - development in this location is likely to harm the setting to the AONB. It may not be possible to mitigate against harm in this location.
- High sensitivity area - development in this location without mitigation is likely to harm the setting to the AONB.
- Medium sensitivity area - development in this location without mitigation may harm the setting to the AONB.
- Low sensitivity area - development in this location is unlikely to harm the setting to the AONB
- Open Space and Landscape Buffer defined within TWBC Draft Local Plan.
- Potential locations of structural landscape, to mitigate for perceived landscape or visual effects on the setting to the AONB.

CLIENT
Tunbridge Wells Borough Council

PROJECT
AONB Setting Analysis

TITLE
Tudeley Garden Village - Site Sensitivity

SCALE AT A3
1:12,500

DATE
November 2020

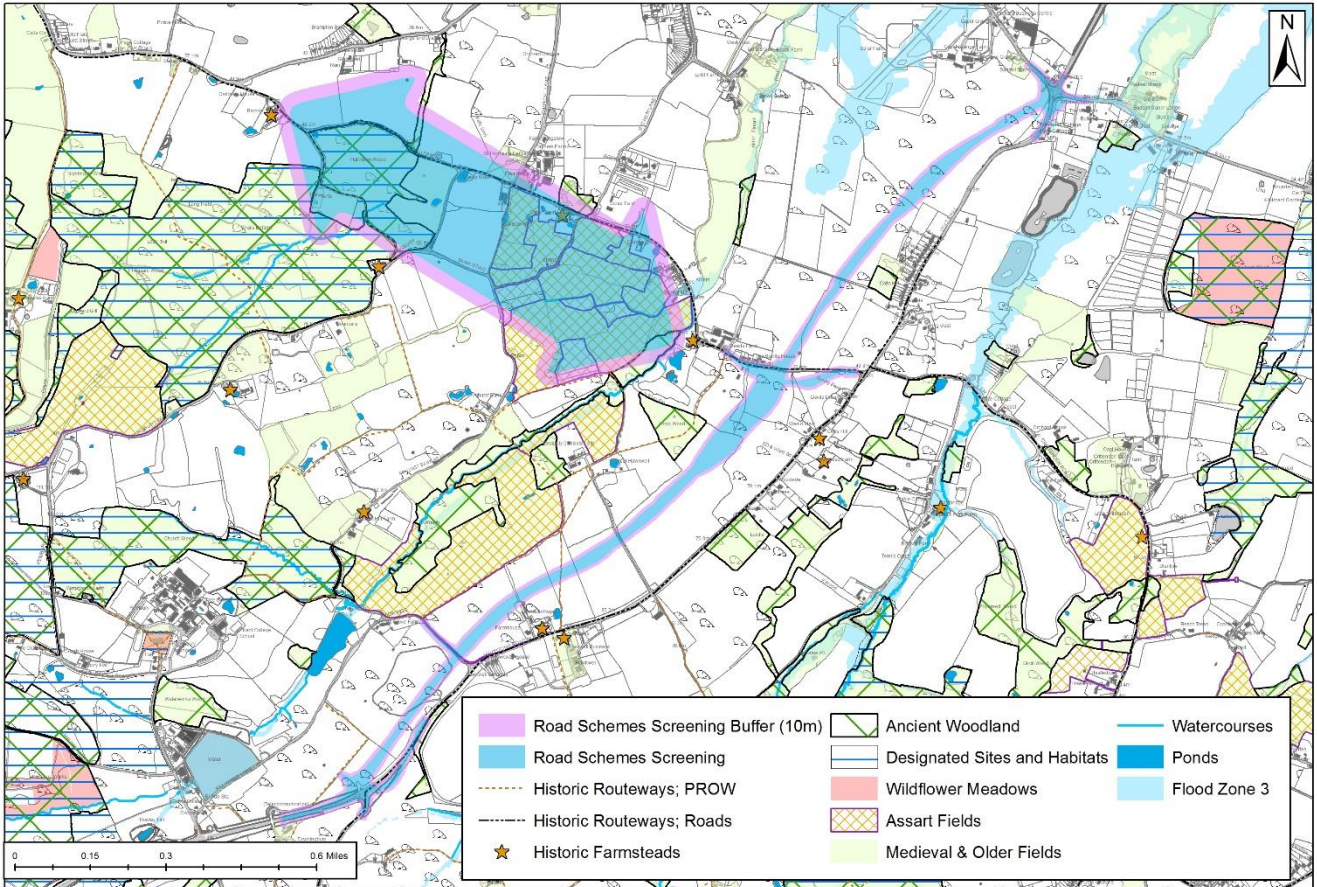
946.1/17A **Figure T3**

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Landscape Architecture Masterplanning Ecology **hda**

Appendix 3: Alternative highway infrastructure high-level screening

Proposed Road Scheme Screening

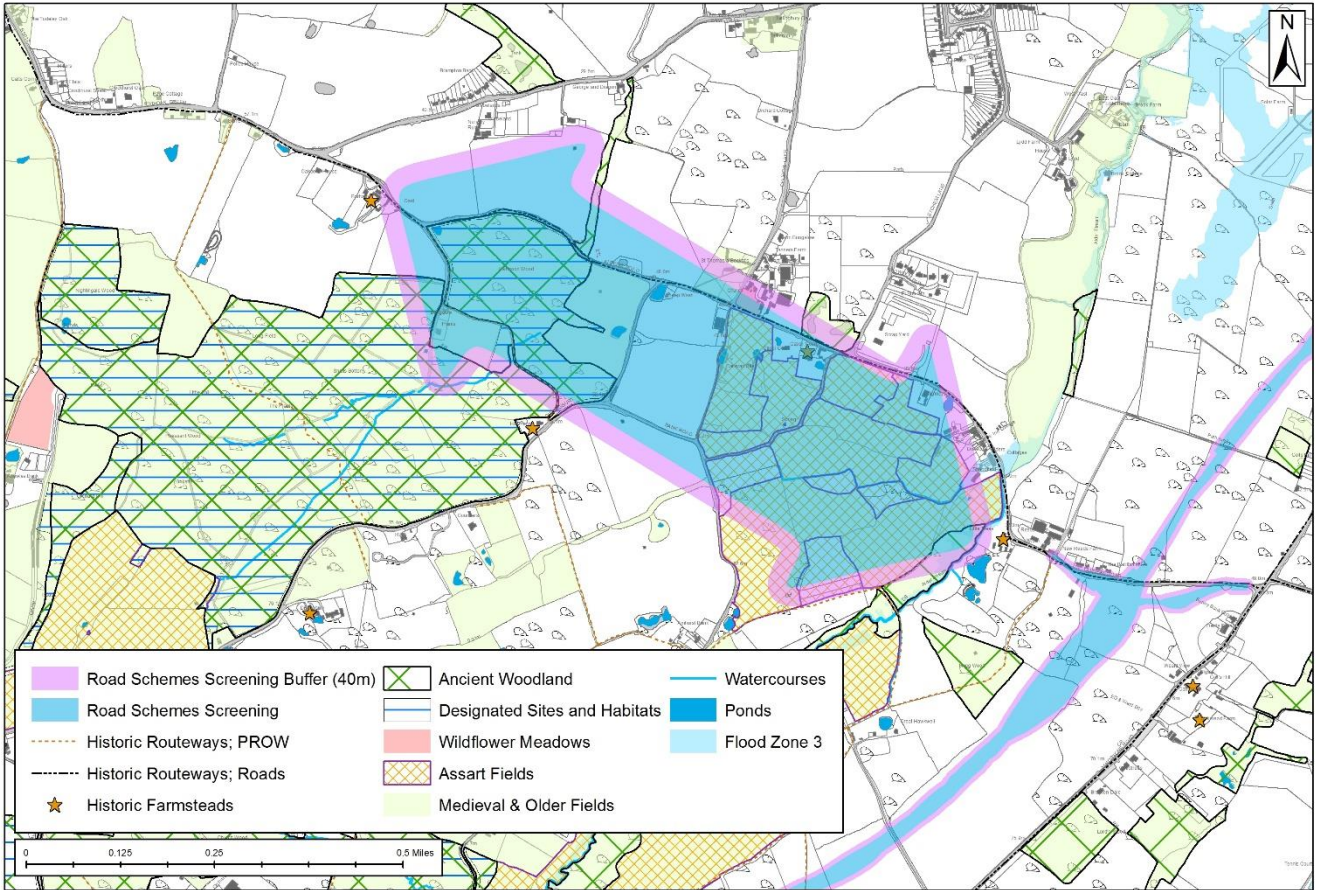


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Map Dated: October 2019

AONB	AONB Component Part; W1 Ancient Woodland, AONB Component Part; G2 Sandstone Geology, AONB Component Part; FH2 Historic Fields, AONB Component Part; R1 Historic Routeways Roads, AONB Component Part; R1 Historic Routeways PROW
Heritage - built form and landscape	Heritage; Listed Building
Ecology	Priority Habitat Inventory; Traditional orchard, Public Access Local Wildlife Sites (Buffered 500m); Biodiversity Opportunity Area Kent; High Weald, Ancient Woodland (Buffered 100m), Public Access Local Wildlife Sites (Buffered 500m); Marshley Harbour Wood
Land Contamination	None
SFRA	SFRA Flood Zone 2, SFRA Flood Zone 3a, SFRA Flood Zone 3b
HPGM	None
HLC	HLC Period; Early 20th century, HLC Period; Early 21st century, HLC Period; Early medieval, HLC Period; Early modern, HLC Period; Early post-medieval, HLC Period; Late 20th century, HLC Period; Late post-medieval, HLC Period; Medieval, HLC; Assart Fields, HLC; Boundary Lost 0-25%, HLC; Boundary Lost 26-50%, HLC; Boundary Lost 51-75%, HLC; Boundary Lost 76-100%
ALC	GRADE 2, GRADE 3
Cycle Route	None

Proposed Road Scheme Screening



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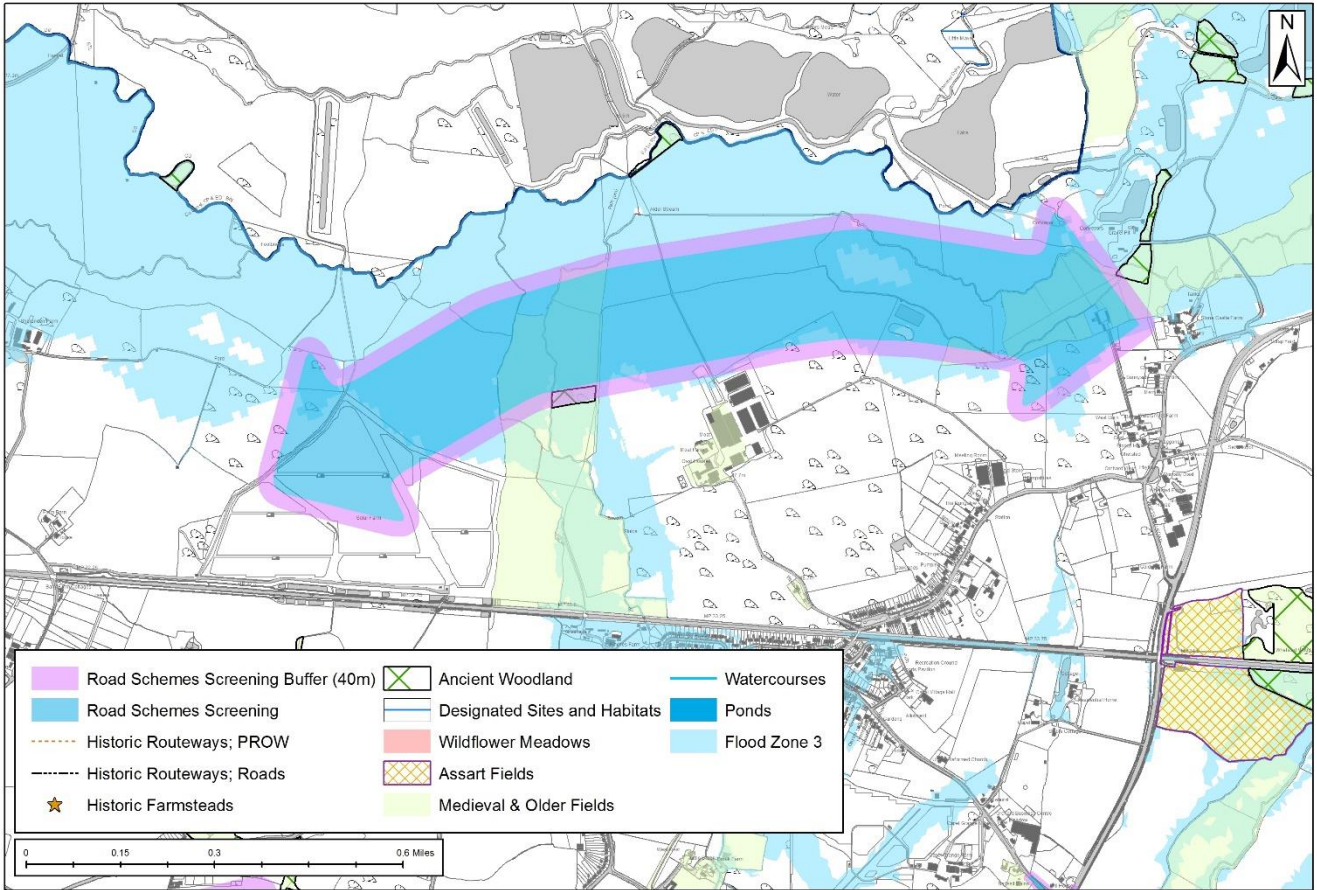
Map Dated: October 2019

AONB	AONB Component Part; W1 Ancient Woodland, AONB Component Part; G2 Sandstone Geology, AONB Component Part; G1 Ponds, AONB Component Part; FH3 Wildflower Meadows, AONB Component Part; FH2 Historic Fields, AONB Component Part; G1 Watercourses, AONB Component Part; S2 Historic Farmstead, AONB Component Part; R1 Historic Routeways Roads, AONB Component Part; R1 Historic Routeways PROW
Heritage - built form and landscape	Heritage; Listed Building
Ecology	Priority Habitat Inventory; Deciduous woodland, Priority Habitat Inventory; Traditional orchard, Biodiversity Opportunity Area Kent; High Weald, Local Wildlife Site; TW18 Tudeley Woods, Ancient Woodland (Buffered 100m)
Land Contamination	Landfill Site, Cemetery (Modern)
SFRA	SFRA Flood Zone 2, SFRA Flood Zone 3a, SFRA Flood Zone 3b
HPGM	
HLC	HLC Period; Early 20th century, HLC Period; Early 21st century, HLC Period; Early medieval, HLC Period; Early modern, HLC Period; Early post-medieval, HLC Period; Late 20th century, HLC Period; Medieval, HLC; Assart Fields, HLC; Boundary Lost 0-25%, HLC; Boundary Lost 26-50%, HLC; Boundary Lost 76-100%
ALC	GRADE 3, NON AGRICULTURAL
Cycle Route	None

Route Name

Tudeley Link Road to Paddock Wood

Proposed Road Scheme Screening

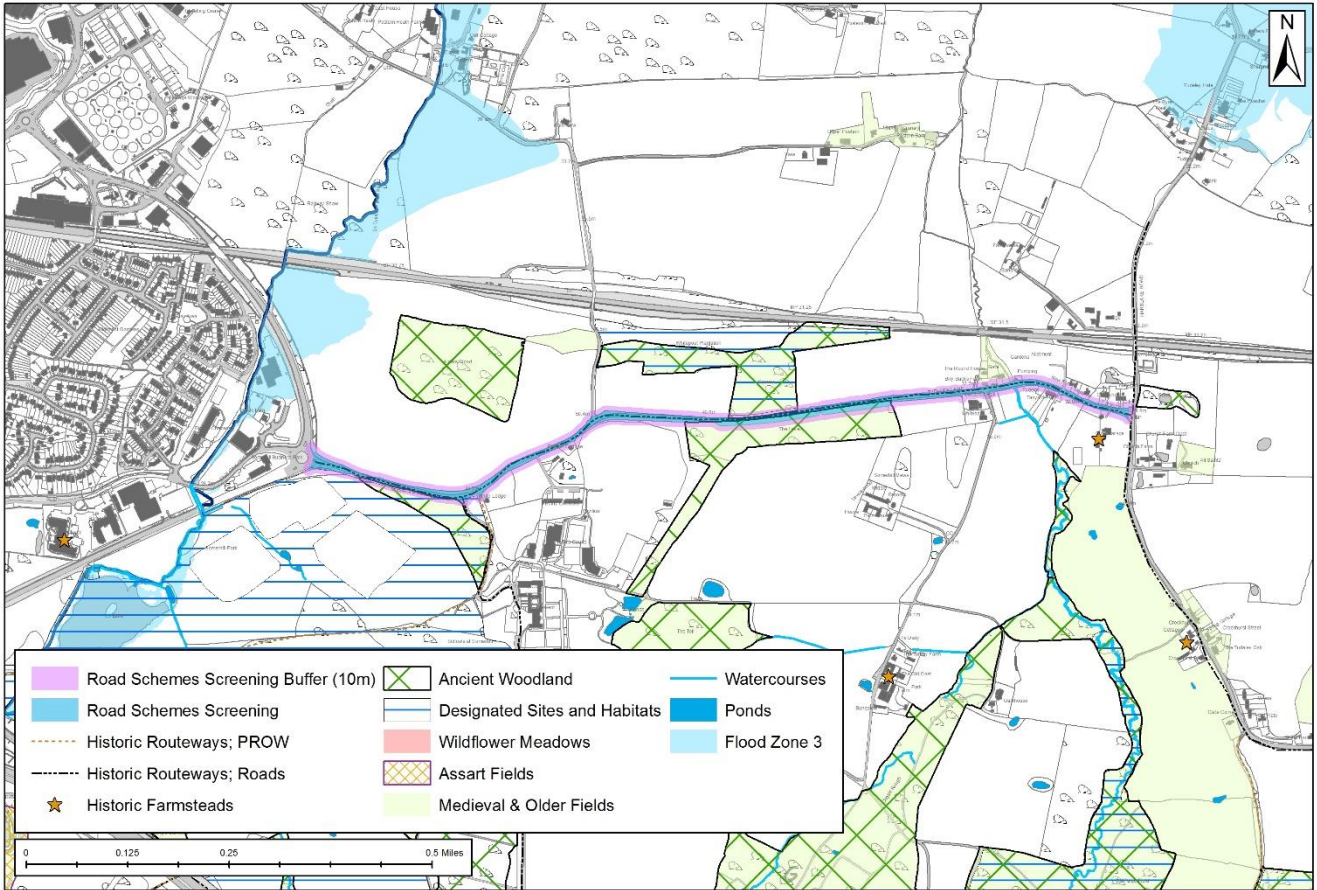


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Map Dated: October 2019

AONB	AONB Component Part; G2 Sandstone Geology
Heritage - built form and landscape	None
Ecology	Priority Habitat Inventory; Deciduous woodland, Biodiversity Opportunity Area Kent; Medway & Low Weald Grassland & Wetland, Ancient Woodland (Buffered 100m)
Land Contamination	Unknown Filled Ground (Medium Risk)
SFRA	SFRA Flood Zone 2, SFRA Flood Zone 3a, SFRA Flood Zone 3b
HPGM	None
HLC	HLC Period; Early 20th century, HLC Period; Early 21st century, HLC Period; Early medieval, HLC Period; Early modern, HLC Period; Early post-medieval, HLC Period; Late 20th century, HLC Period; Medieval, HLC; Boundary Lost 0-25%, HLC; Boundary Lost 26-50%, HLC; Boundary Lost 76-100%
ALC	GRADE 2, GRADE 3
Cycle Route	None

Proposed Road Scheme Screening



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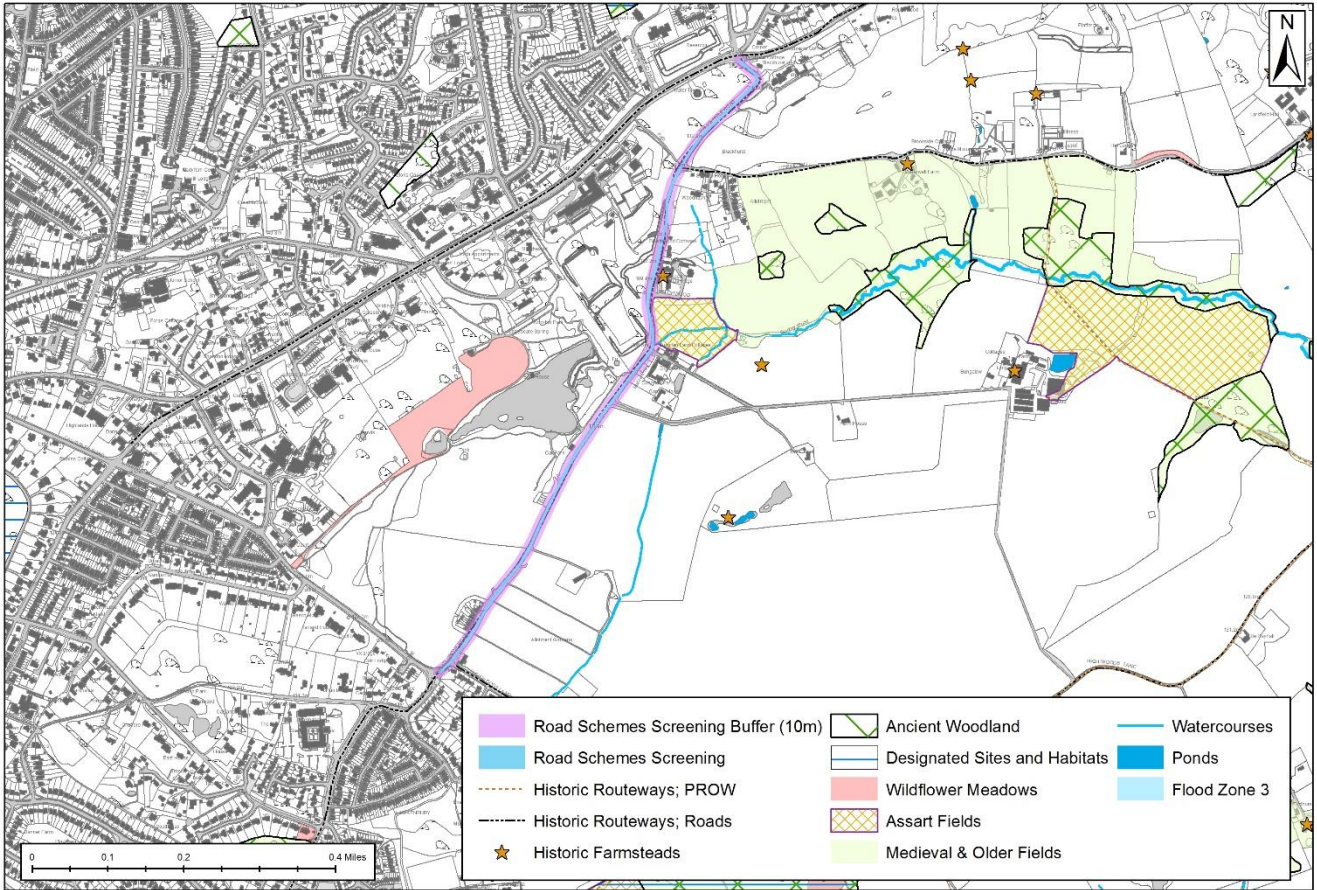
Map Dated: October 2019

AONB	AONB Component Part; W1 Ancient Woodland, AONB Component Part; G2 Sandstone Geology, AONB Component Part; G1 Watercourses, AONB Component Part; R1 Historic Routeways Roads, AONB Component Part; R1 Historic Routeways PROW
Heritage - built form and landscape	Heritage; Historic Park English Heritage, Heritage; Listed Building
Ecology	Priority Habitat Inventory; Deciduous woodland, Biodiversity Opportunity Area Kent; High Weald, Local Wildlife Site; TW18 Tudeley Woods, Local Wildlife Site; TW19 Somerhill Park, Tonbridge, Ancient Woodland (Buffered 100m)
Land Contamination	Gas Works & Coke Works
SFRA	None
HPGM	HPGM
HLC	HLC Period; Early 20th century, HLC Period; Early 21st century, HLC Period; Early medieval, HLC Period; Early modern, HLC Period; Early post-medieval, HLC Period; Late 20th century, HLC Period; Late post-medieval, HLC Period; Medieval, HLC; Boundary Lost 0-25%, HLC; Boundary Lost 76-100%
ALC	GRADE 3
Cycle Route	None

Route Name

Halls Hole Road

Proposed Road Scheme Screening



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Map Dated: October 2019

AONB	AONB Component Part; G2 Sandstone Geology, AONB Component Part; G1 Watercourses, AONB Component Part; R1 Historic Routeways Roads
Heritage - built form and landscape	Heritage; Historic Park English Heritage, Heritage; Conservation Area, Heritage; Historic Park KCC
Ecology	Priority Habitat Inventory; Deciduous woodland, Public Access Local Wildlife Sites (Buffered 500m); Public Access Local Wildlife Sites (Buffered 500m); Biodiversity Opportunity Area Kent; High Weald
Land Contamination	Abattoirs and Animal Slaughter
SFRA	None
HPGM	HPGM
HLC	HLC Period; Early 20th century, HLC Period; Early modern, HLC Period; Late 20th century, HLC Period; Medieval, HLC; Assart Fields, HLC; Boundary Lost 0-25%, HLC; Boundary Lost 76-100%
ALC	GRADE 3, GRADE 4, URBAN
Cycle Route	Cycle Route