



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

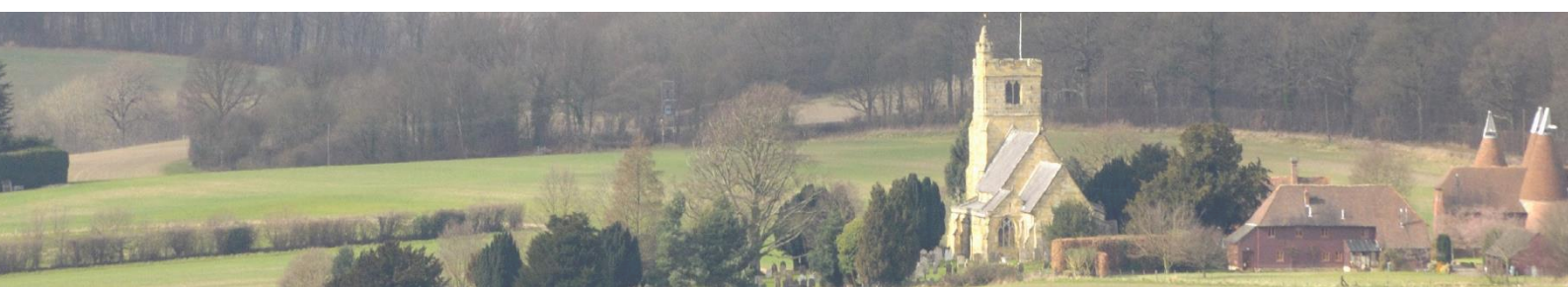
Environment & landscape, including:

- 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

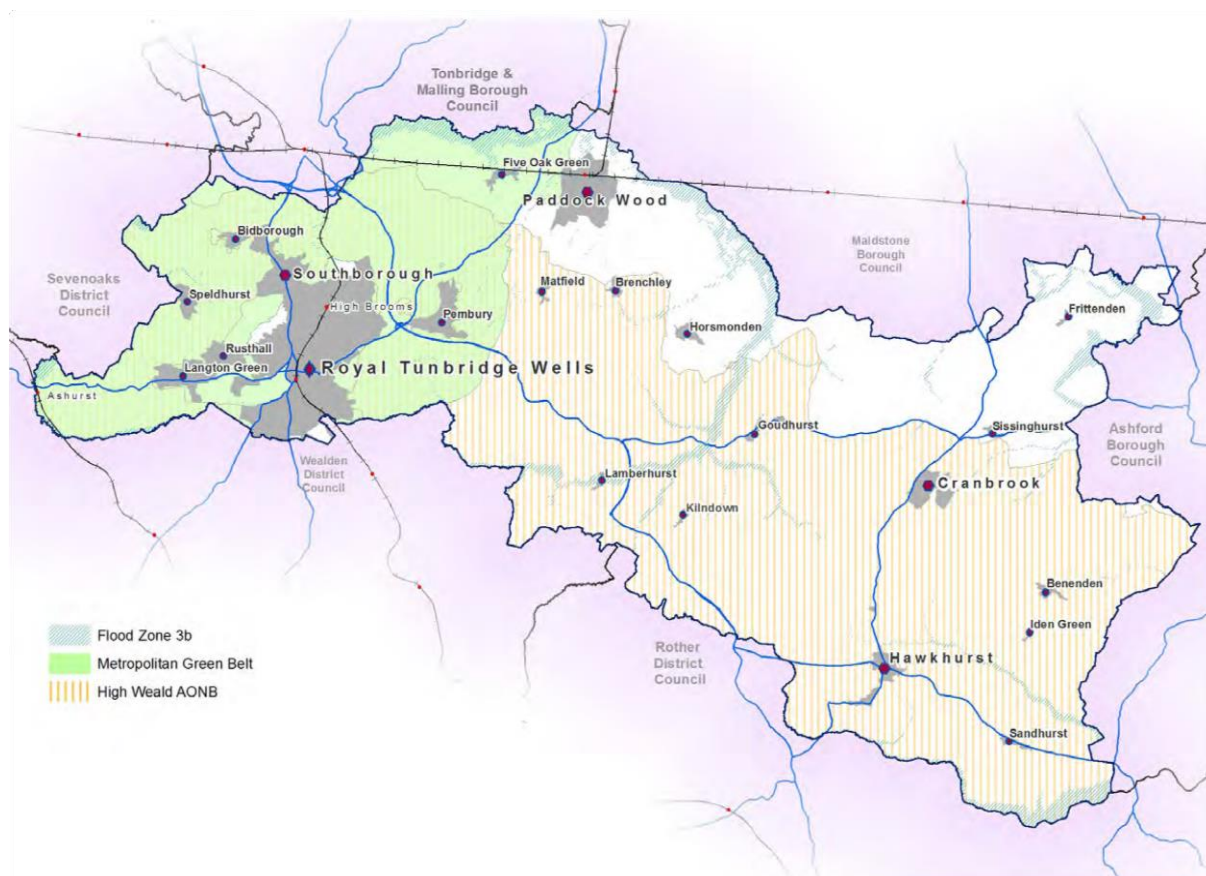
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

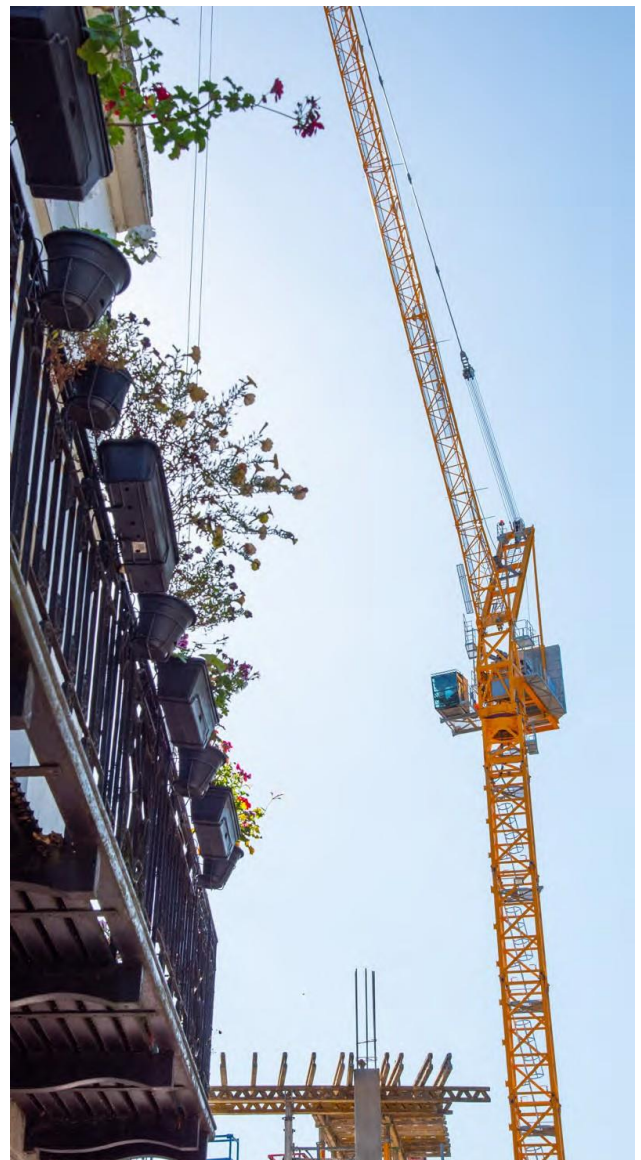
Urban brownfield and undesignated land

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.

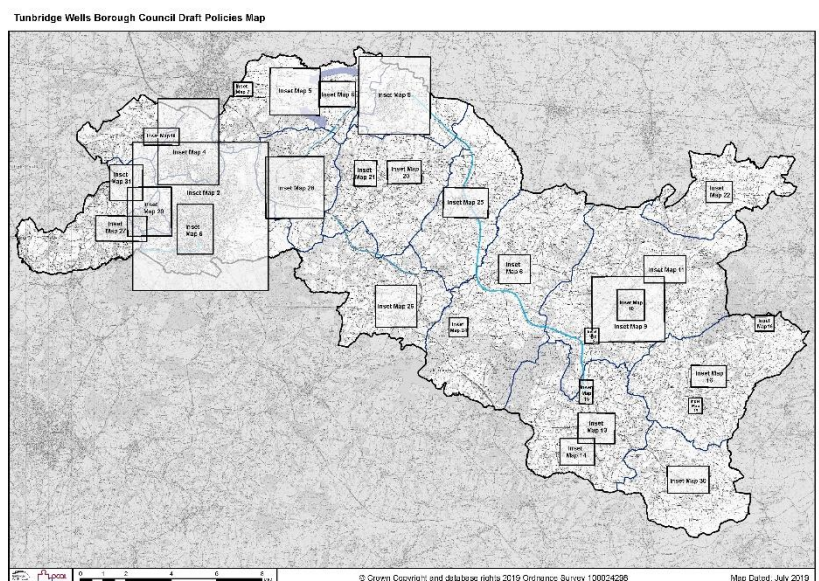
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

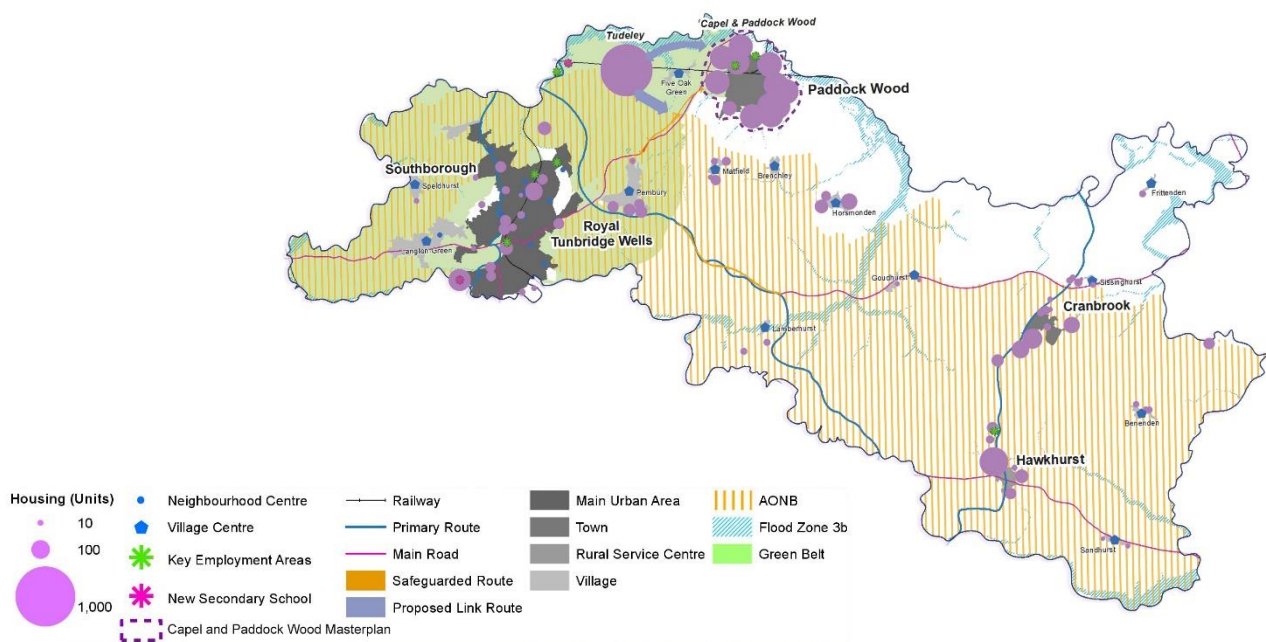
Further information about the evolution of the development strategy is set out in a

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)

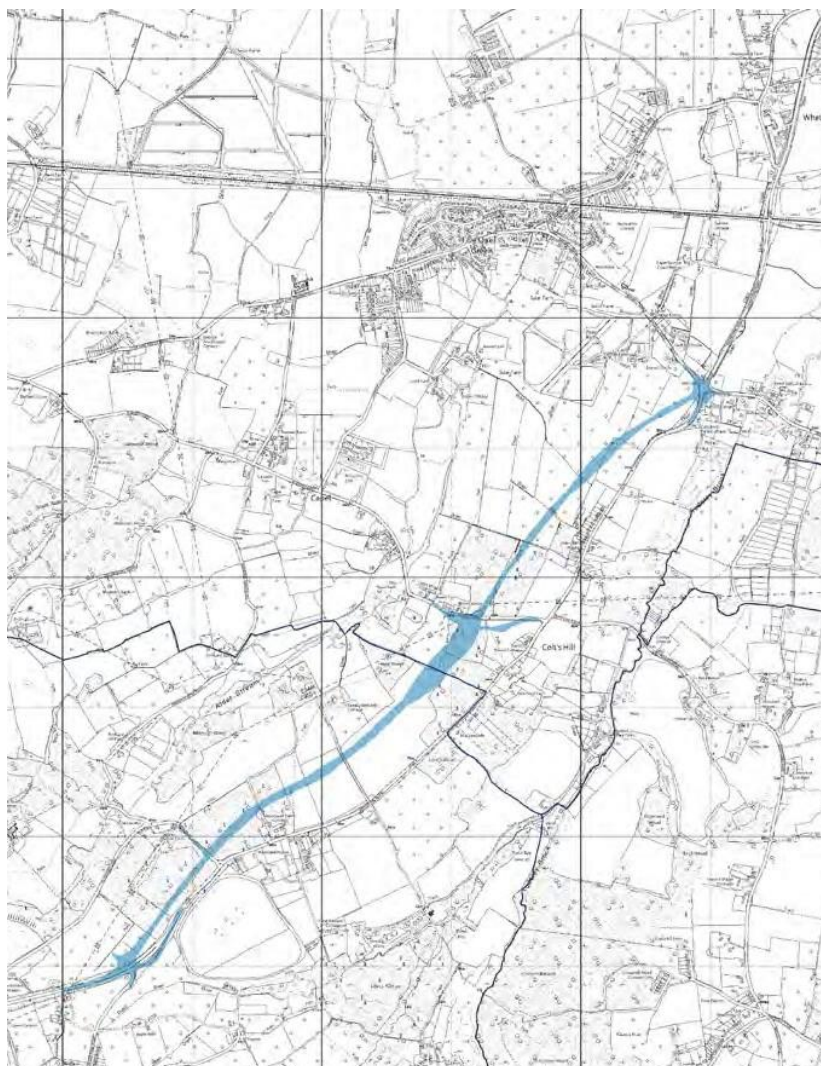
- Flood mitigation measures, particularly at Capel and Paddock Wood

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

Land at Capel and Paddock Wood, and Tudeley

Tudeley

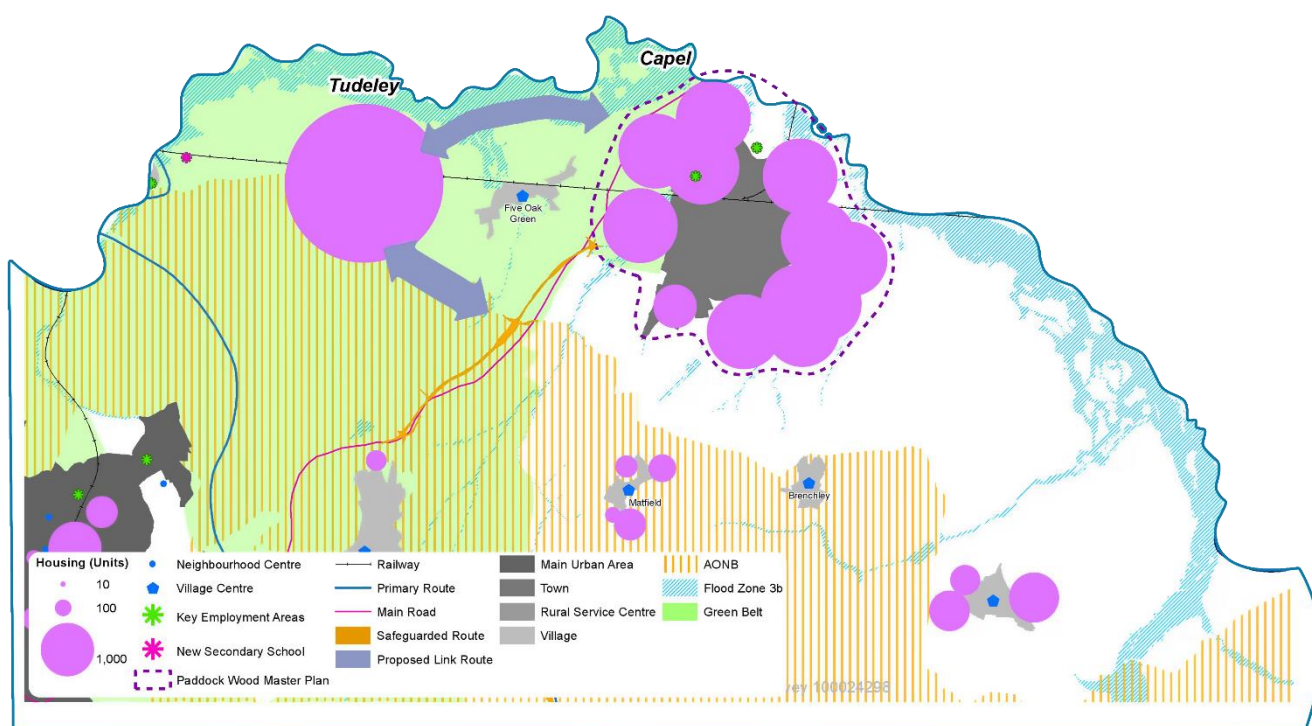
As well as the 4,000 new homes for Capel and Paddock Wood (see opposite) the Draft Local Plan proposes a garden village at Tudeley of up to 2,800 homes, to include employment and other facilities. It is anticipated that 1,900 of these homes will be built before 2036.

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

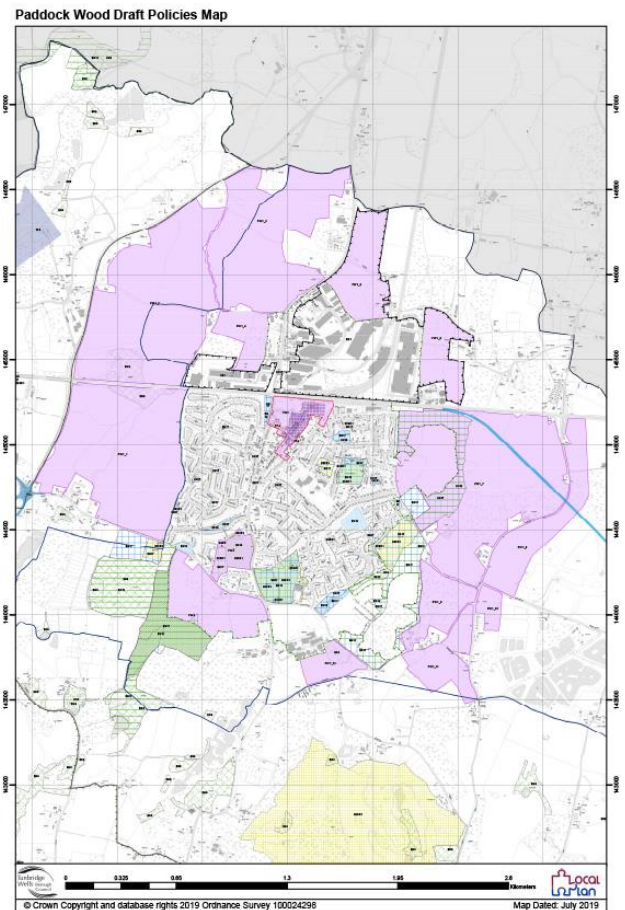
- proposals for the town centre are to be developed on a masterplanned approach, with additional retail, restaurant, office and leisure development;
- residential development would be permitted above ground floor (this will contribute to the 4,000 new homes)
- no net loss of car parking would be permitted,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

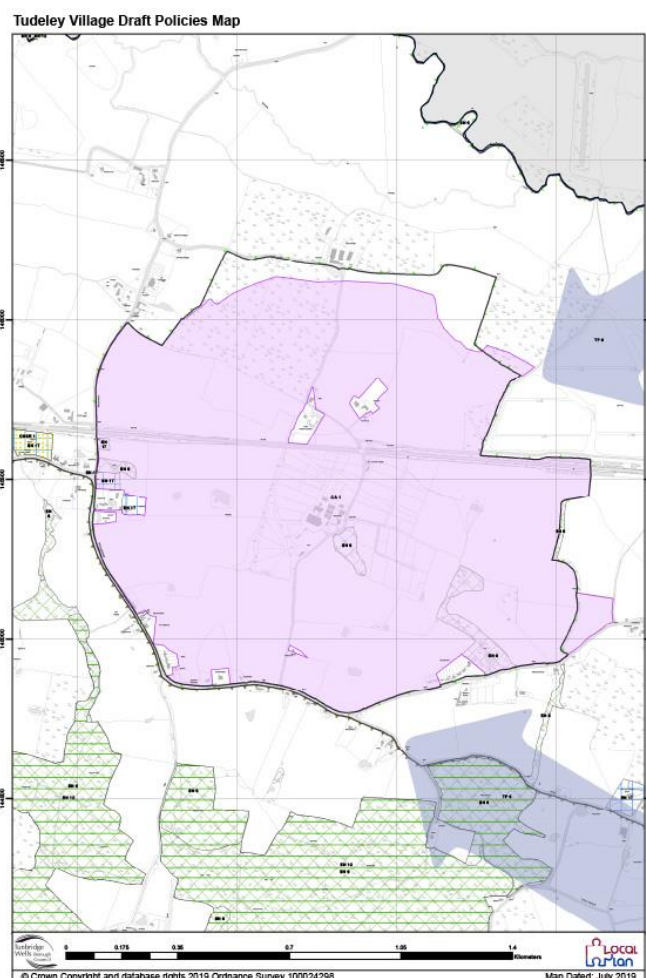
- Through the masterplanning process, this site is allocated for a community hub, subject to compliance with planning requirements involving the reduction in the area of playing fields



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

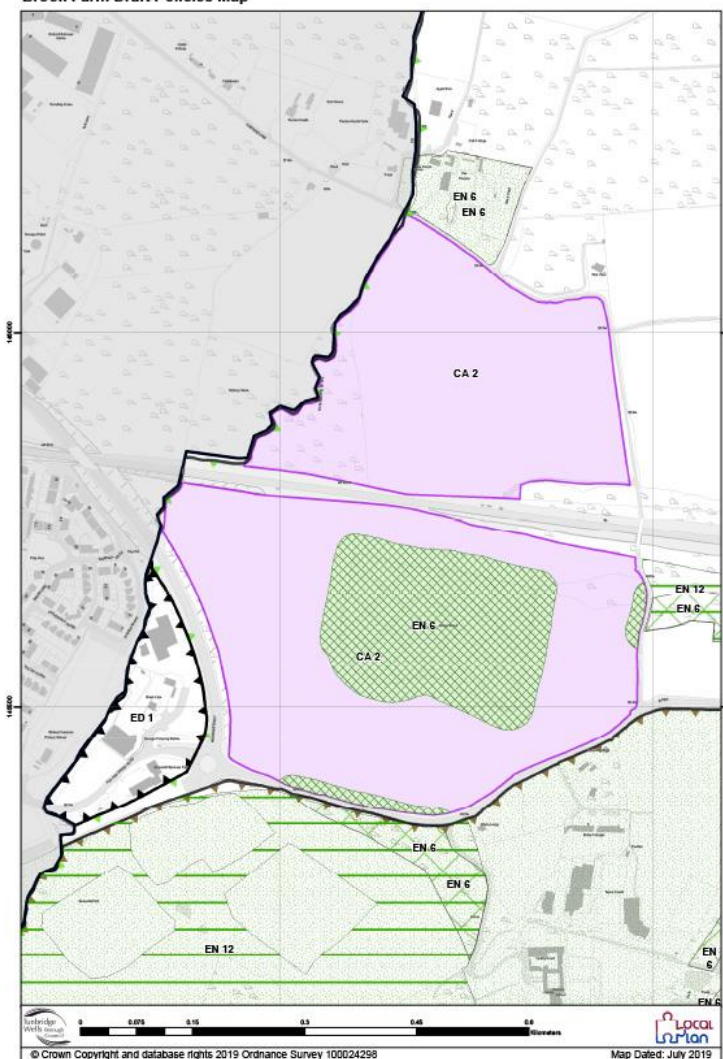
- this allocation is for the garden settlement referred to above in STR/CA1
- this would be developed using a masterplanned approach, with the layout of the masterplan to respect the setting of the near-by important heritage assets, the topography of the landscape etc.
- two new primary schools would 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

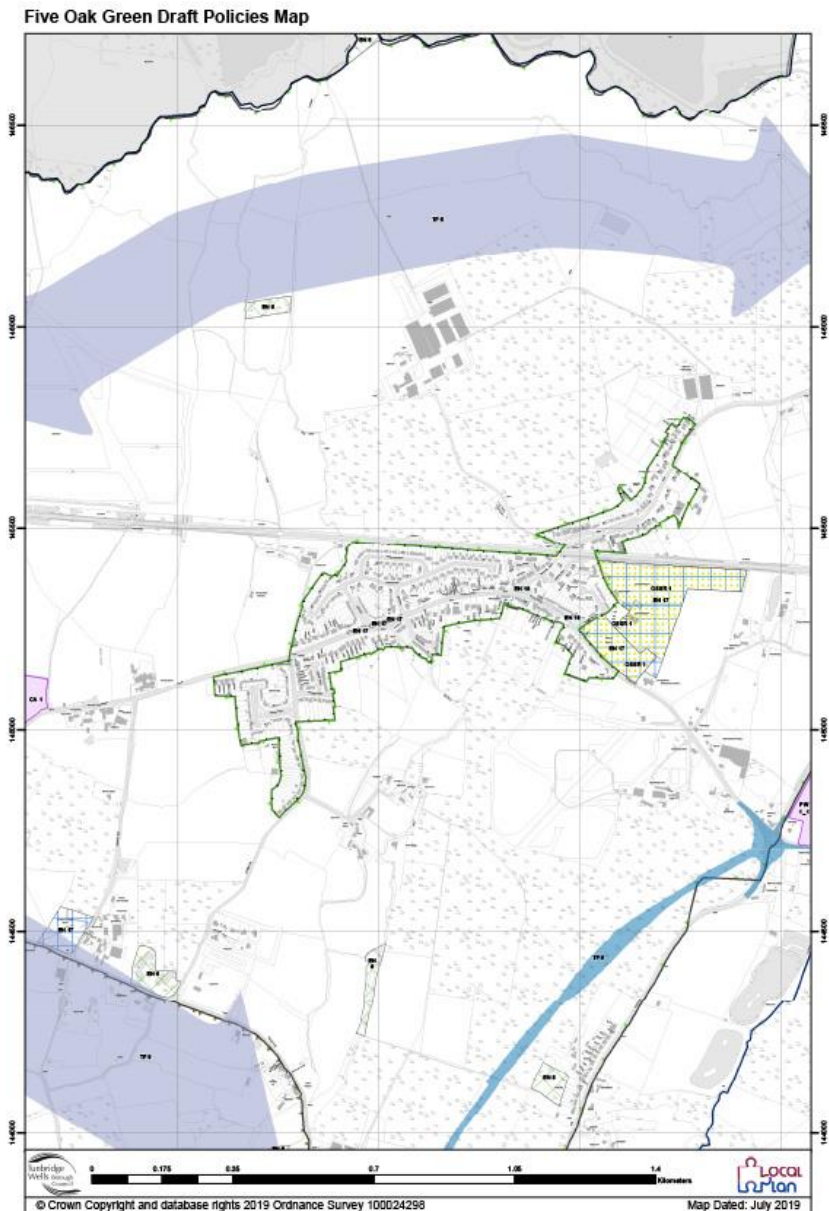
- this allocation is for a secondary school
- the school buildings would be on the southern side of the railway line, with some sports field provision on the northern side. There is a link across the railway line
- there is an area of ancient woodland within the site; the layout of the school would respect 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

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**

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



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

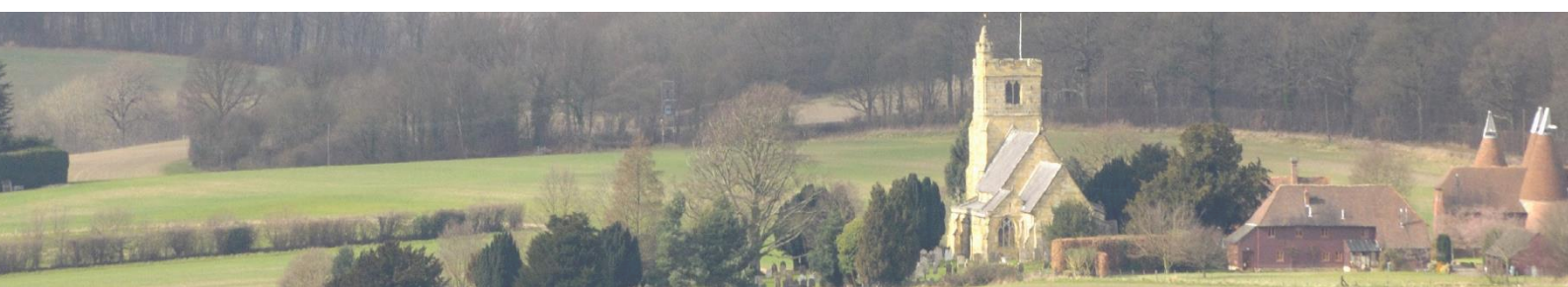
Environment & landscape, including:

- 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

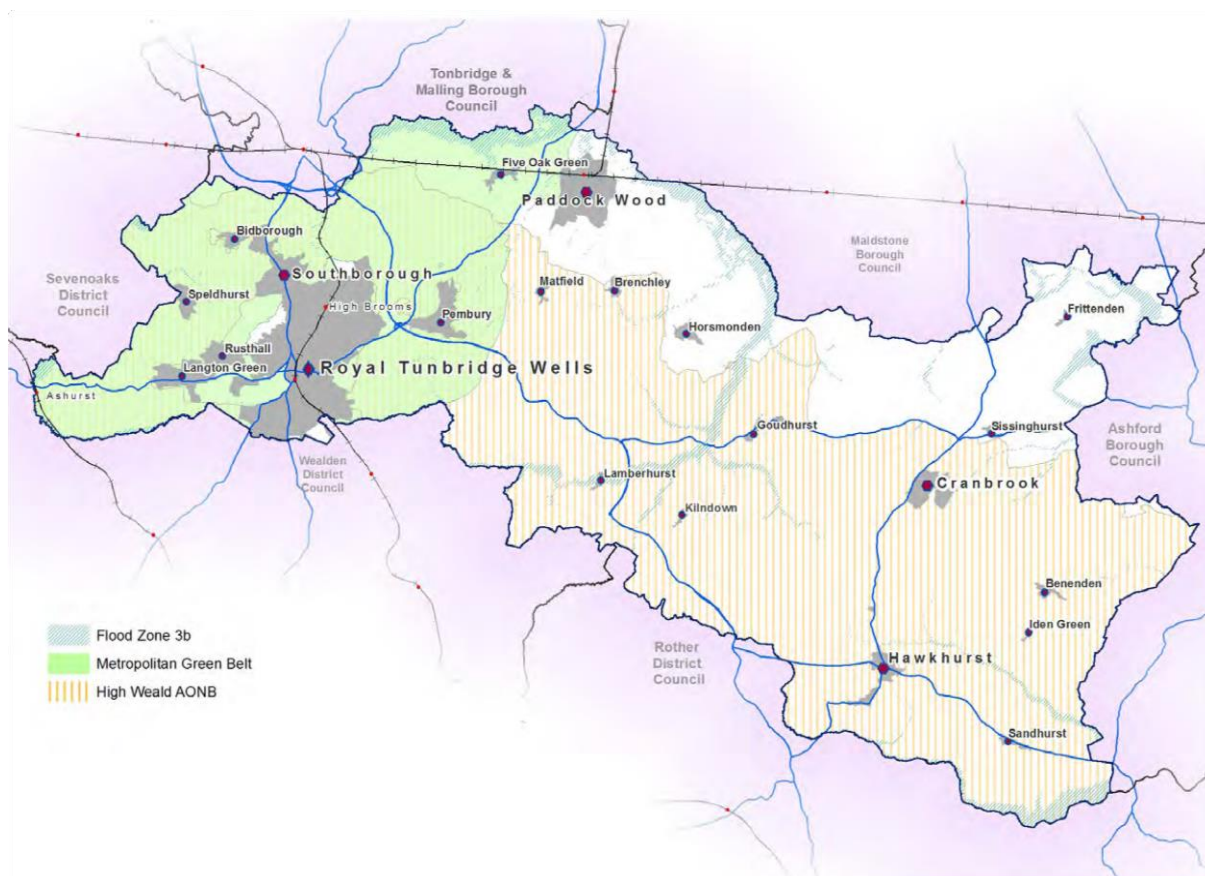
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

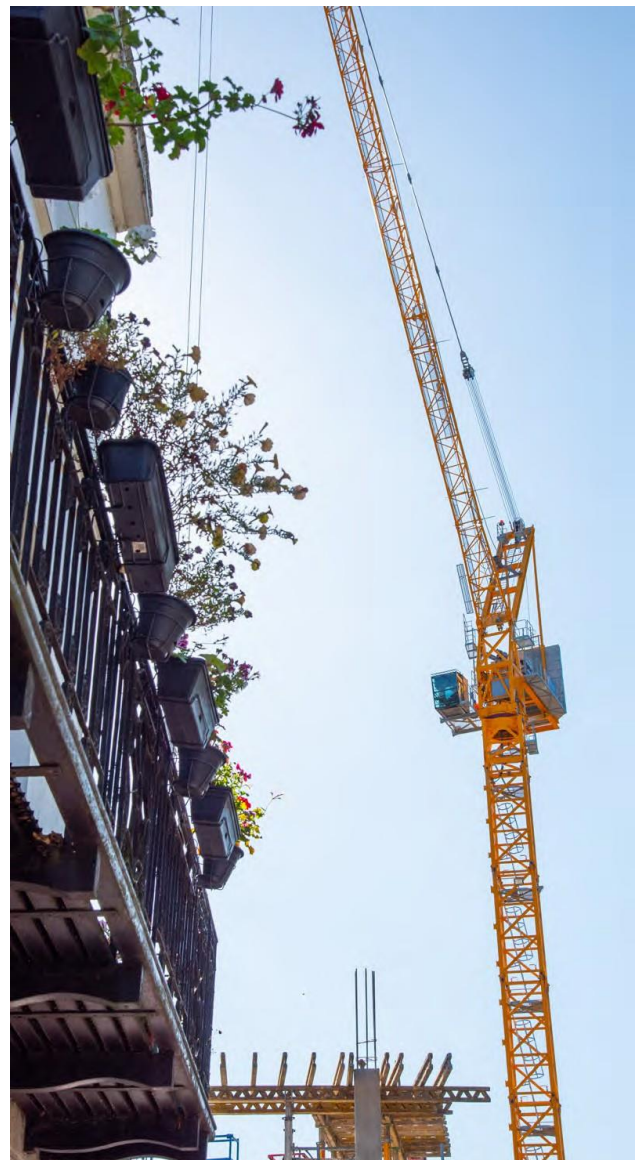
Urban brownfield and undesignated land

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.

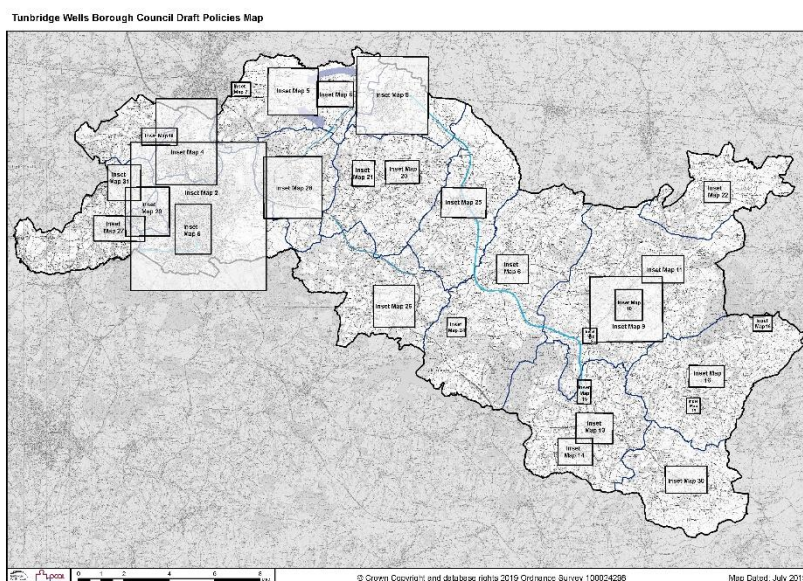
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

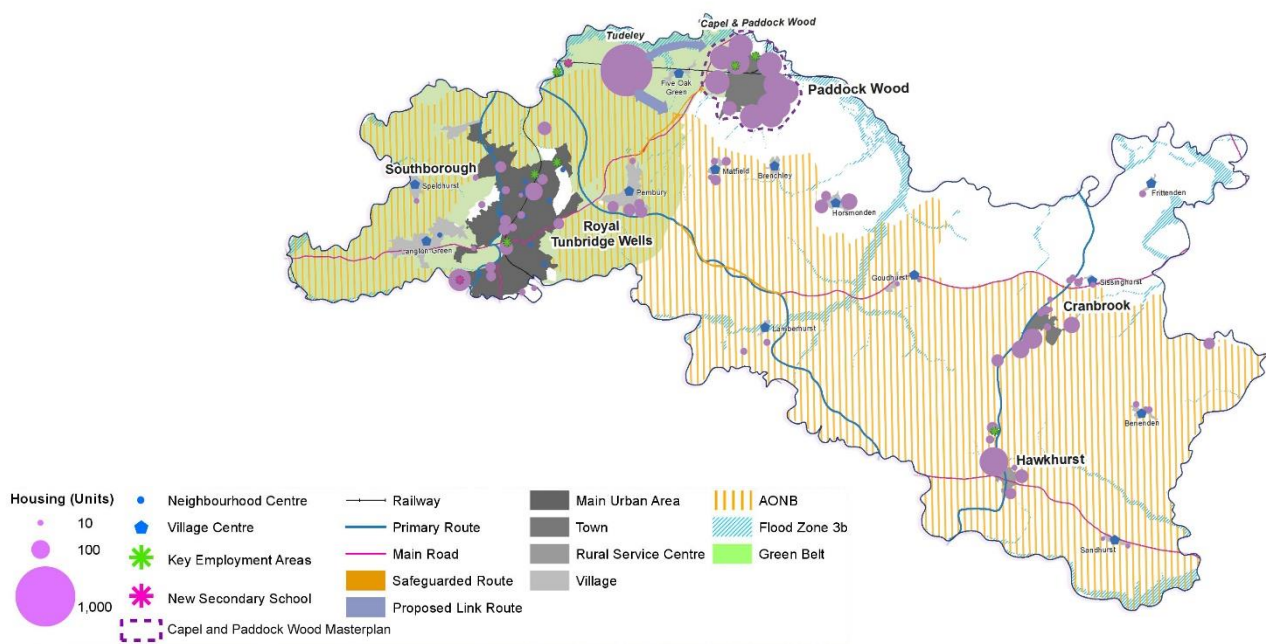
Further information about the evolution of the development strategy is set out in a

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)

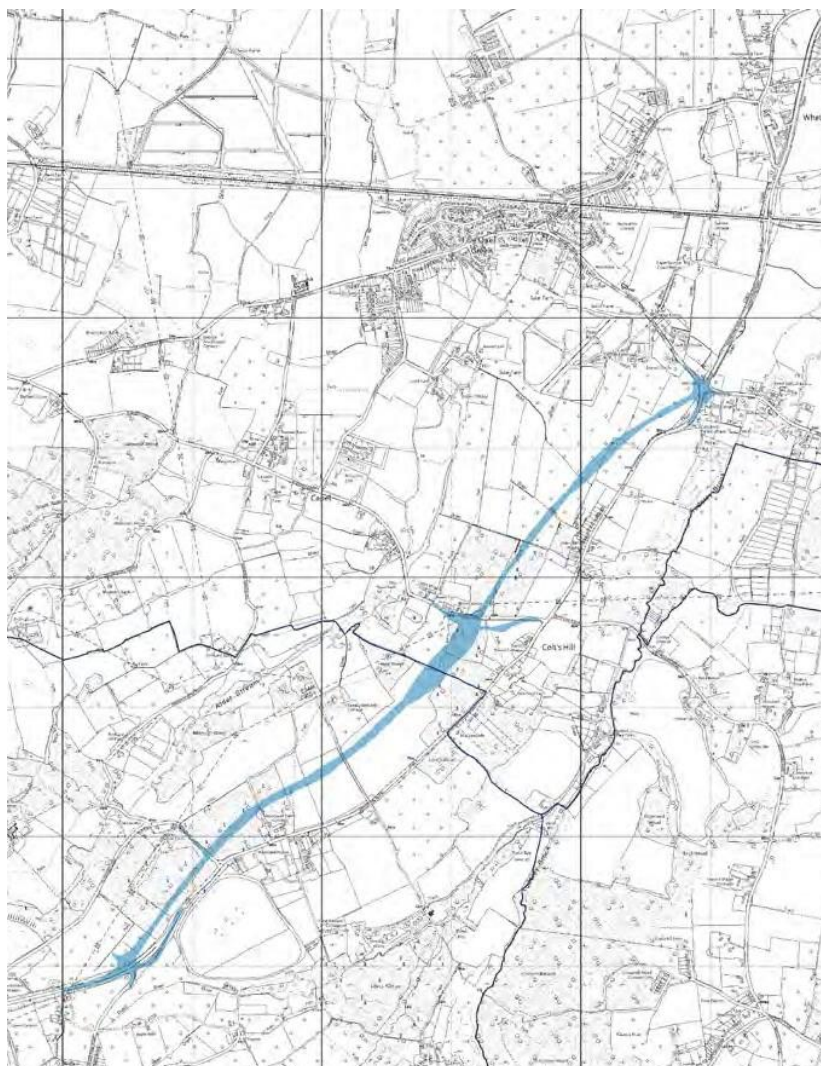
- Flood mitigation measures, particularly at Capel and Paddock Wood

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

Land at Capel and Paddock Wood, and Tudeley

Tudeley

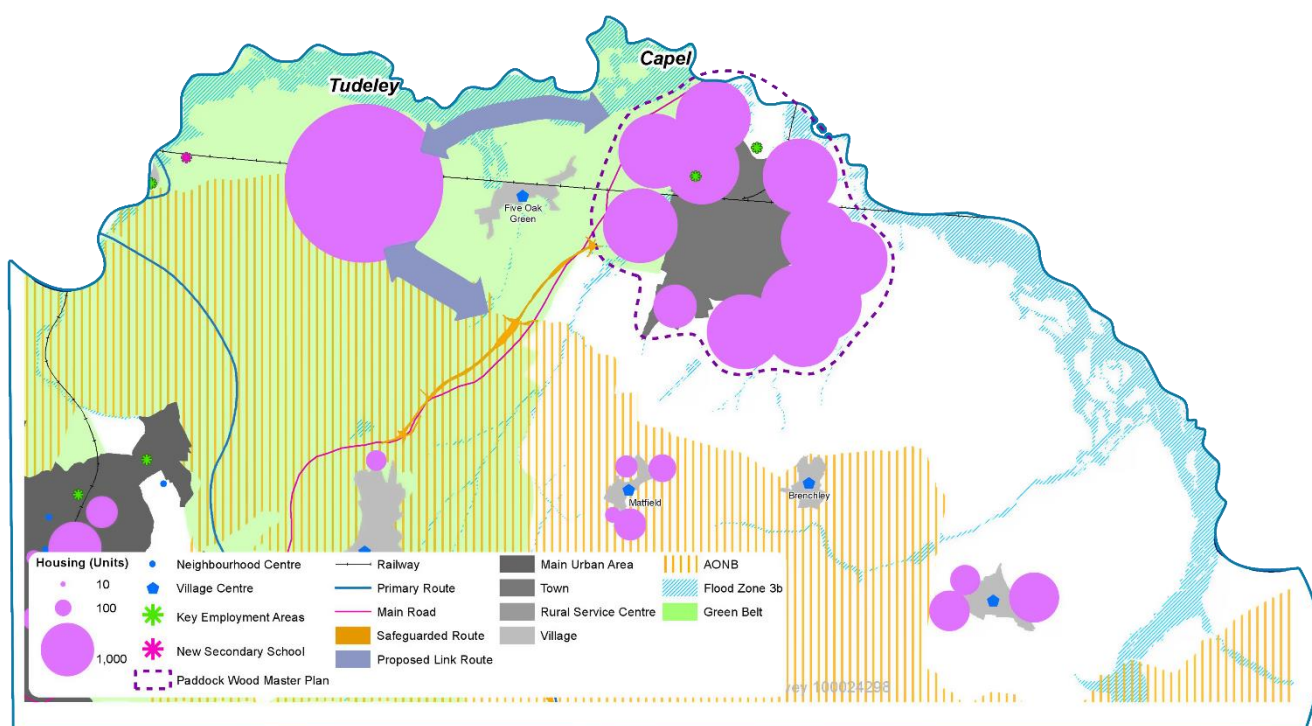
As well as the 4,000 new homes for Capel and Paddock Wood (see opposite) the Draft Local Plan proposes a garden village at Tudeley of up to 2,800 homes, to include employment and other facilities. It is anticipated that 1,900 of these homes will be built before 2036.

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

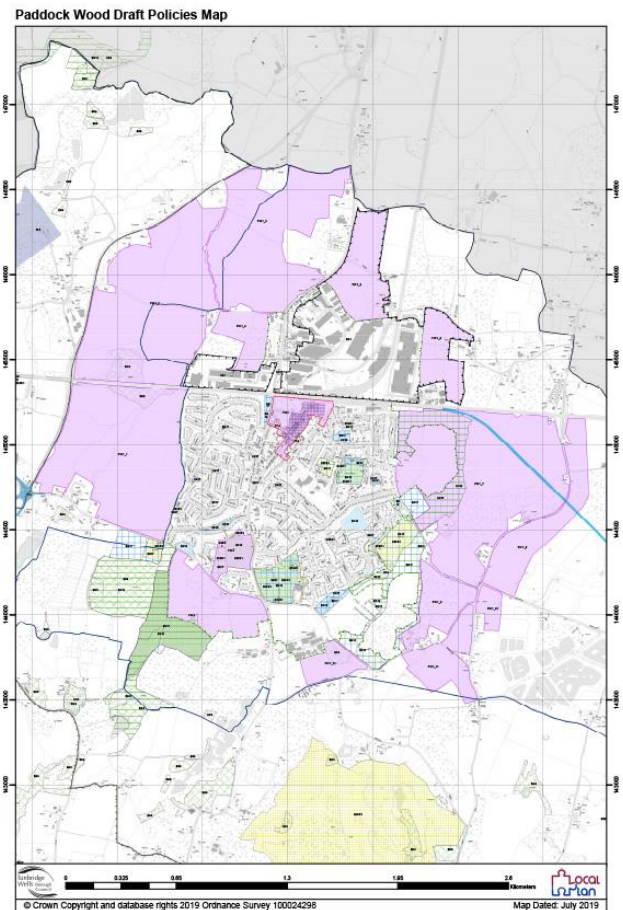
- proposals for the town centre are to be developed on a masterplanned approach, with additional retail, restaurant, office and leisure development;
- residential development would be permitted above ground floor (this will contribute to the 4,000 new homes)
- no net loss of car parking would be permitted,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

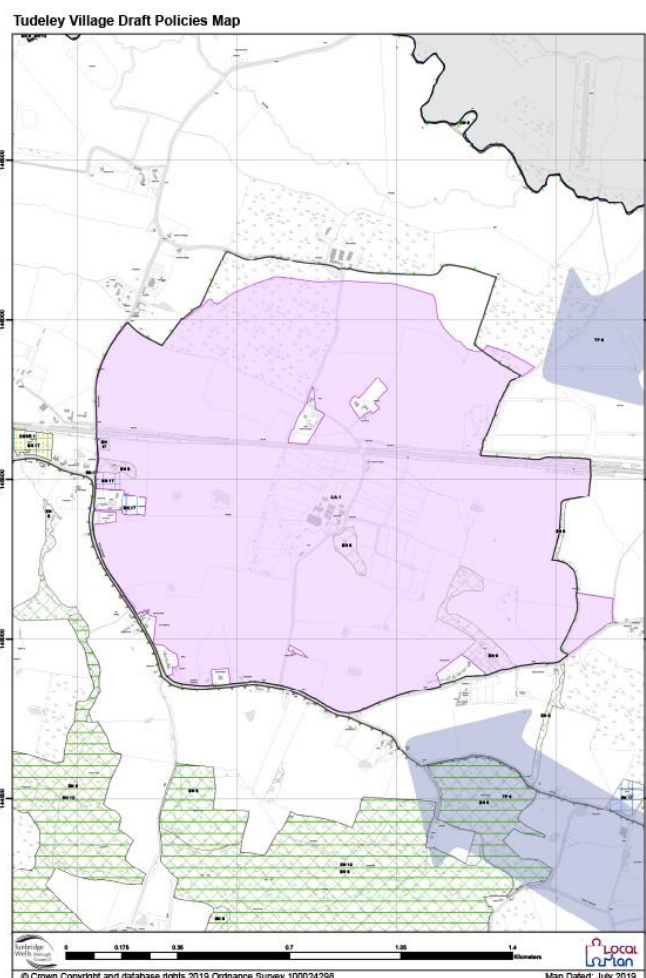
- Through the masterplanning process, this site is allocated for a community hub, subject to compliance with planning requirements involving the reduction in the area of playing fields



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

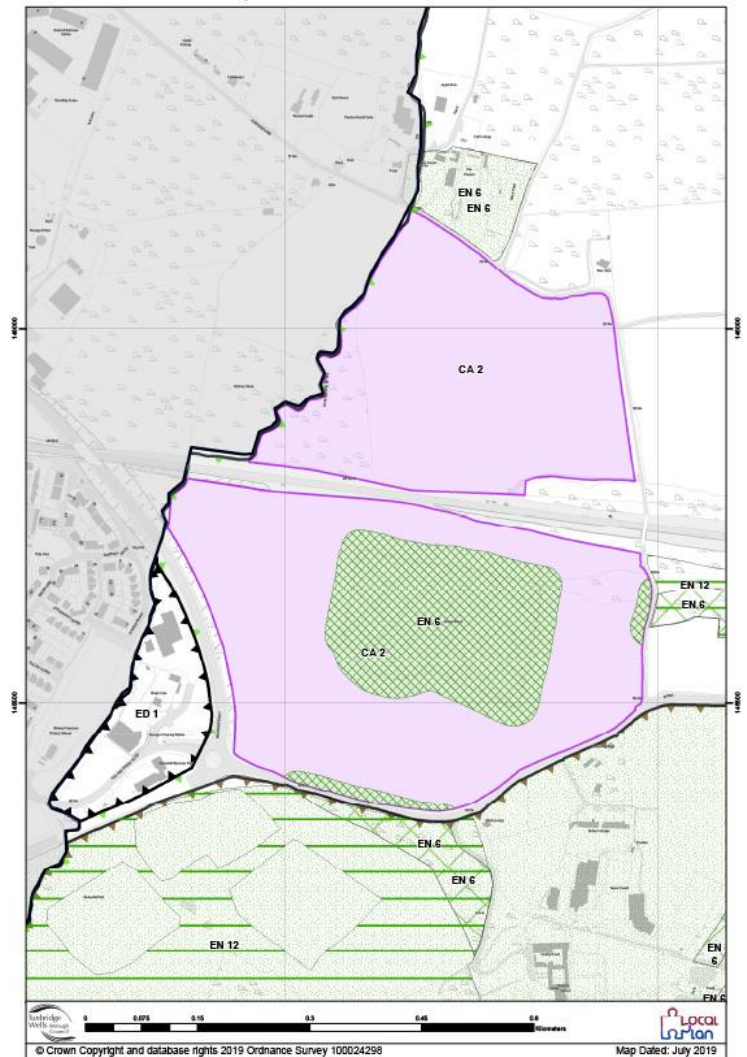
- this allocation is for the garden settlement referred to above in STR/CA1
- this would be developed using a masterplanned approach, with the layout of the masterplan to respect the setting of the near-by important heritage assets, the topography of the landscape etc.
- two new primary schools would 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

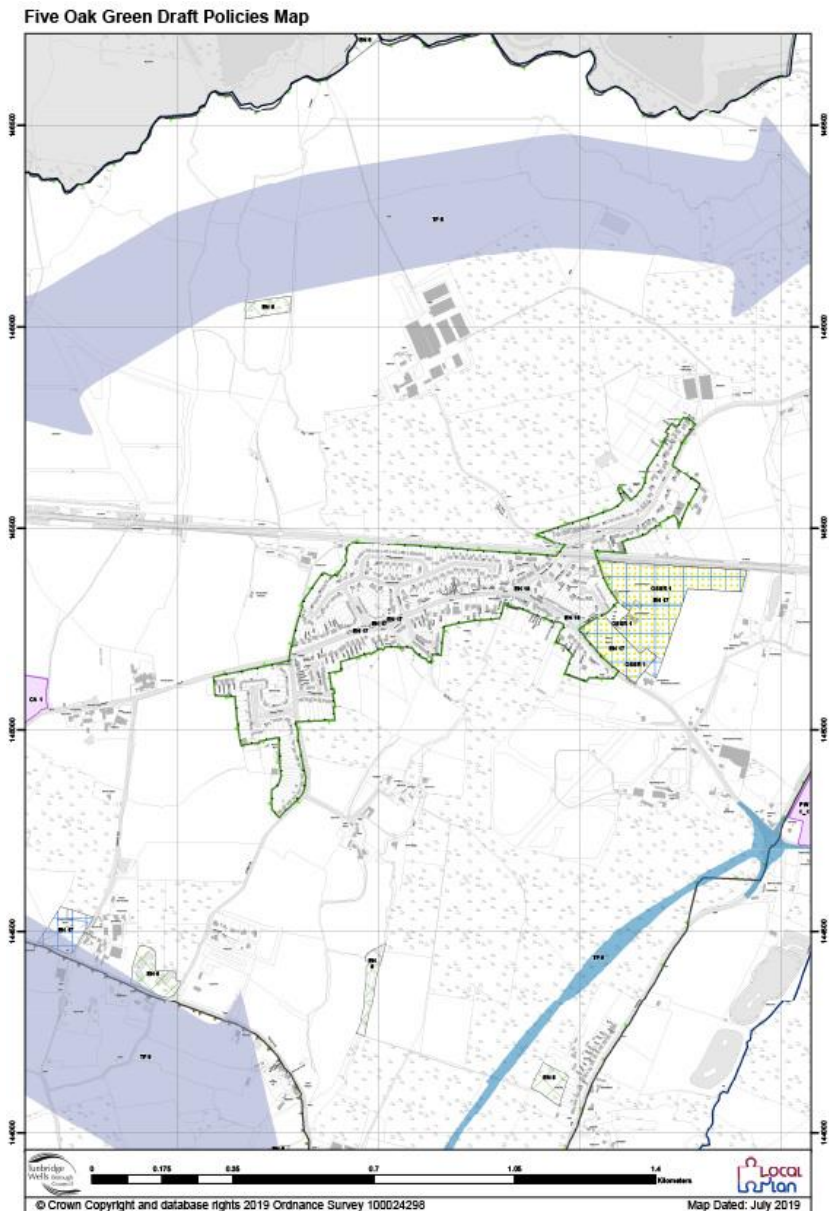
- this allocation is for a secondary school
- the school buildings would be on the southern side of the railway line, with some sports field provision on the northern side. There is a link across the railway line
- there is an area of ancient woodland within the site; the layout of the school would respect 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

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**

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



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

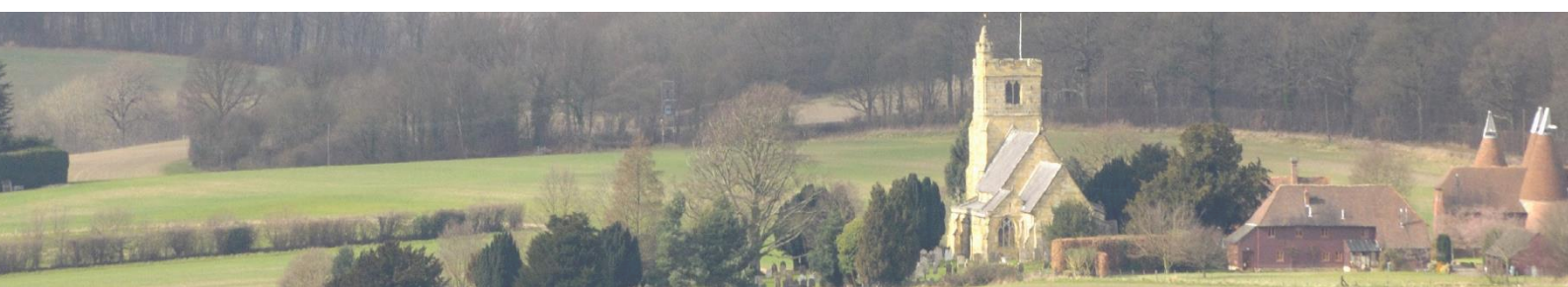
Environment & landscape, including:

- 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

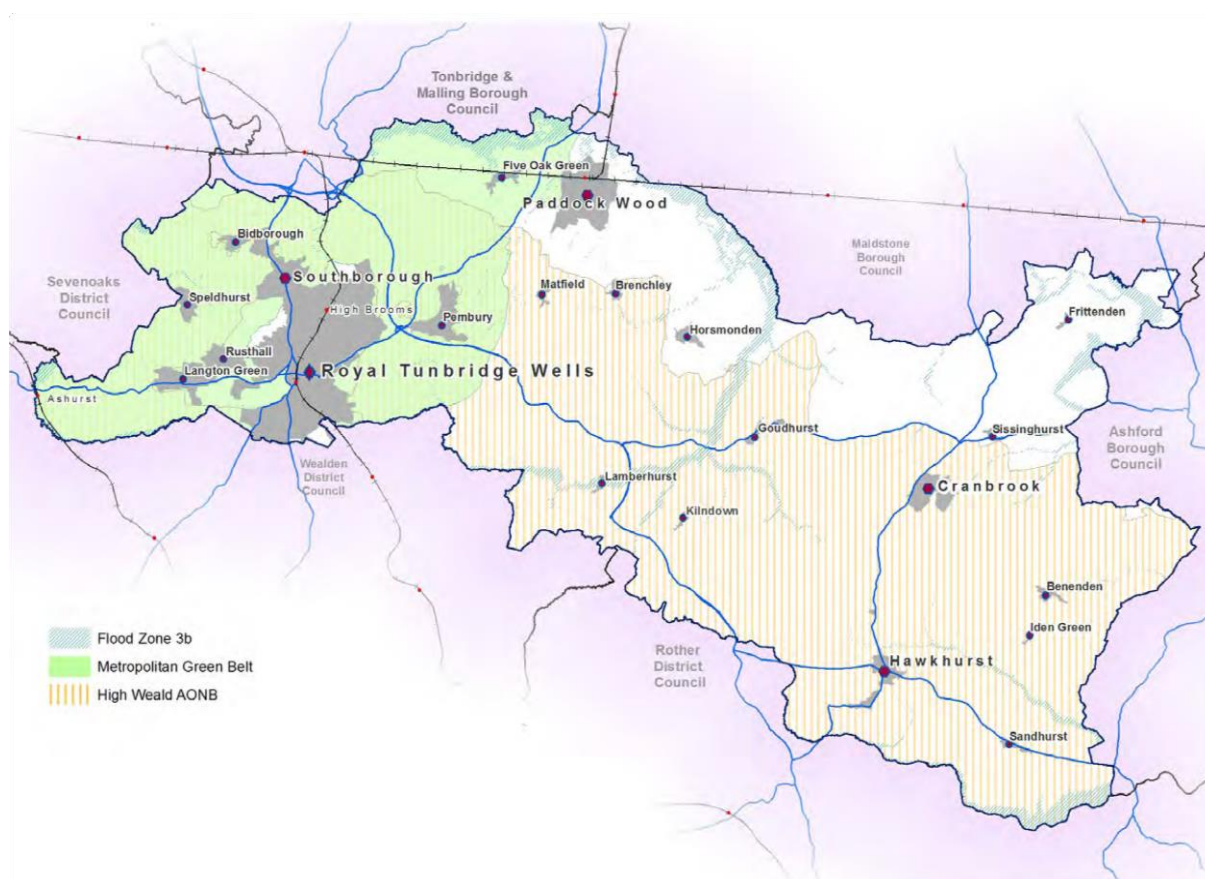
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

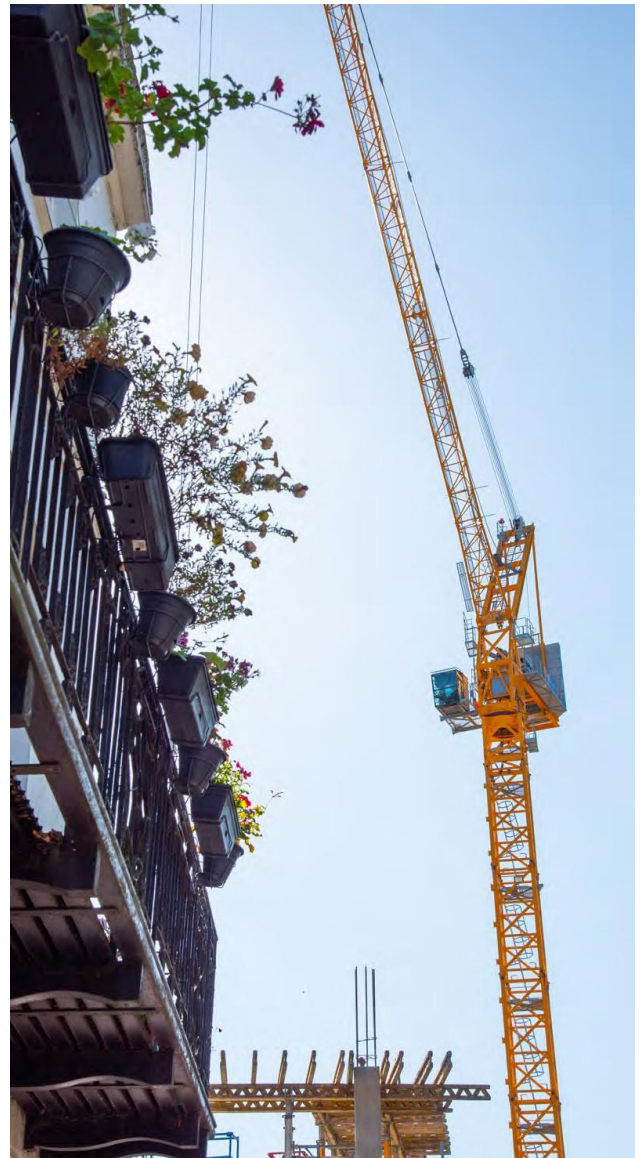
Urban brownfield and undesignated land

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.

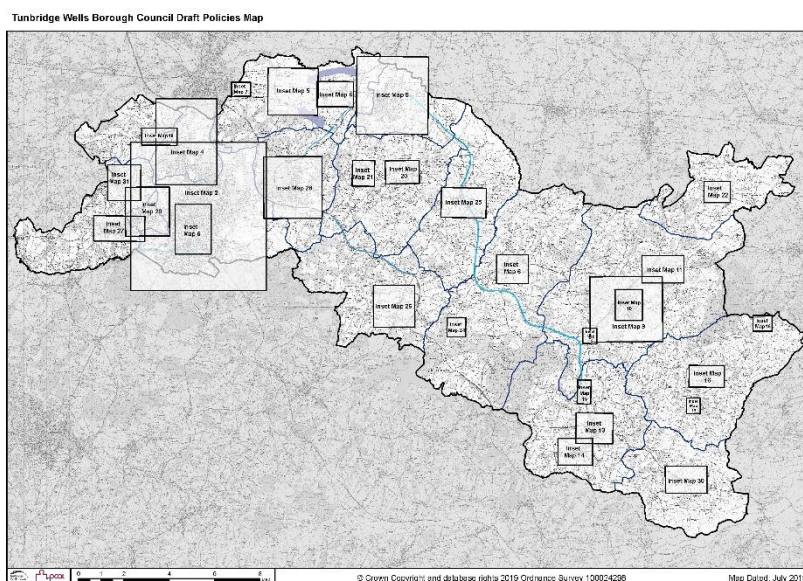
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

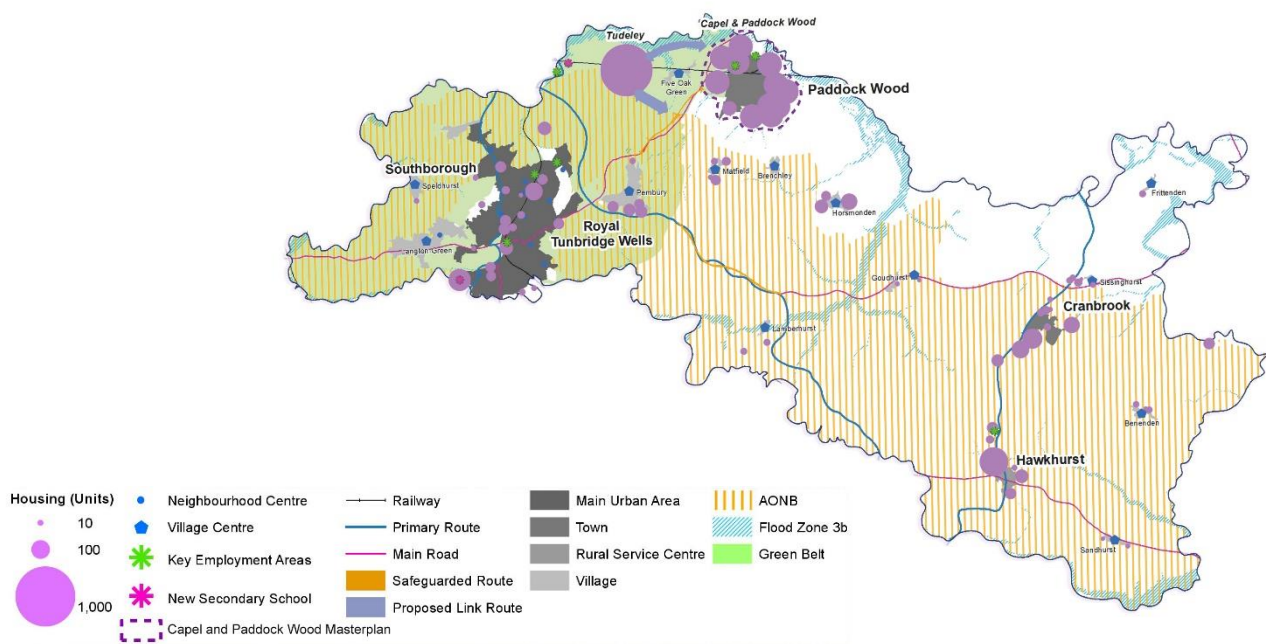
Further information about the evolution of the development strategy is set out in a

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)

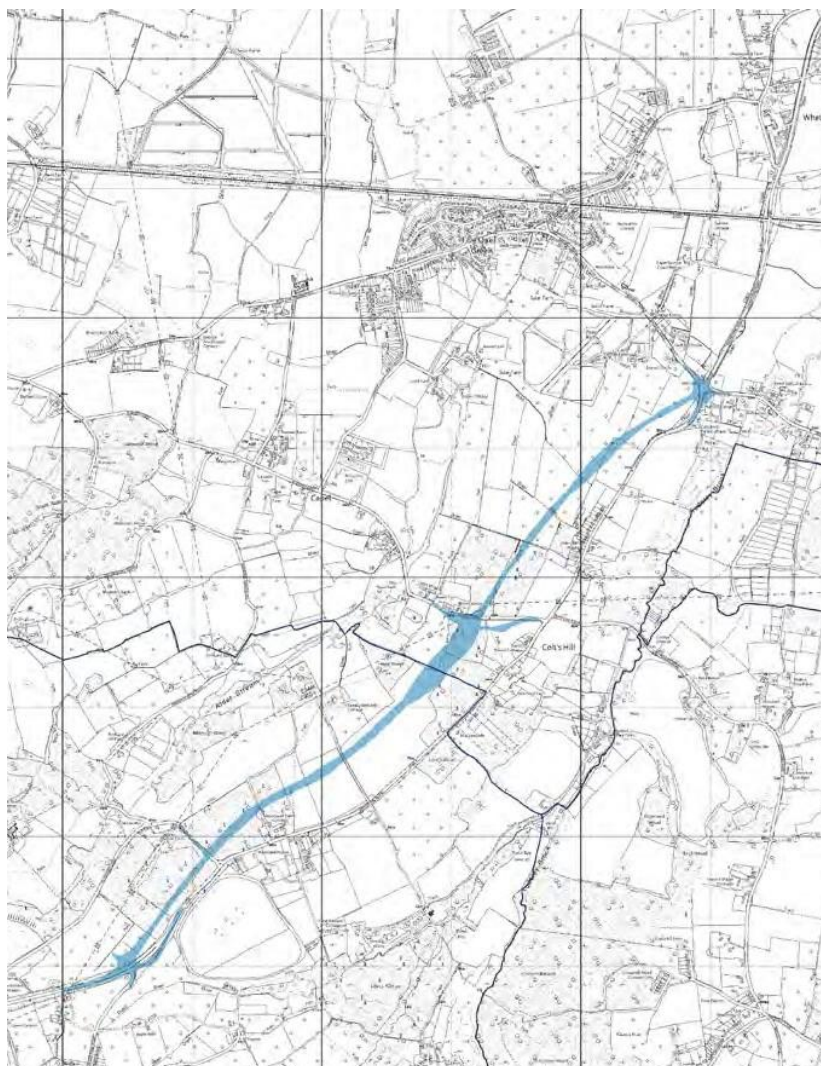
- Flood mitigation measures, particularly at Capel and Paddock Wood

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.



Royal Tunbridge Wells Town Centre

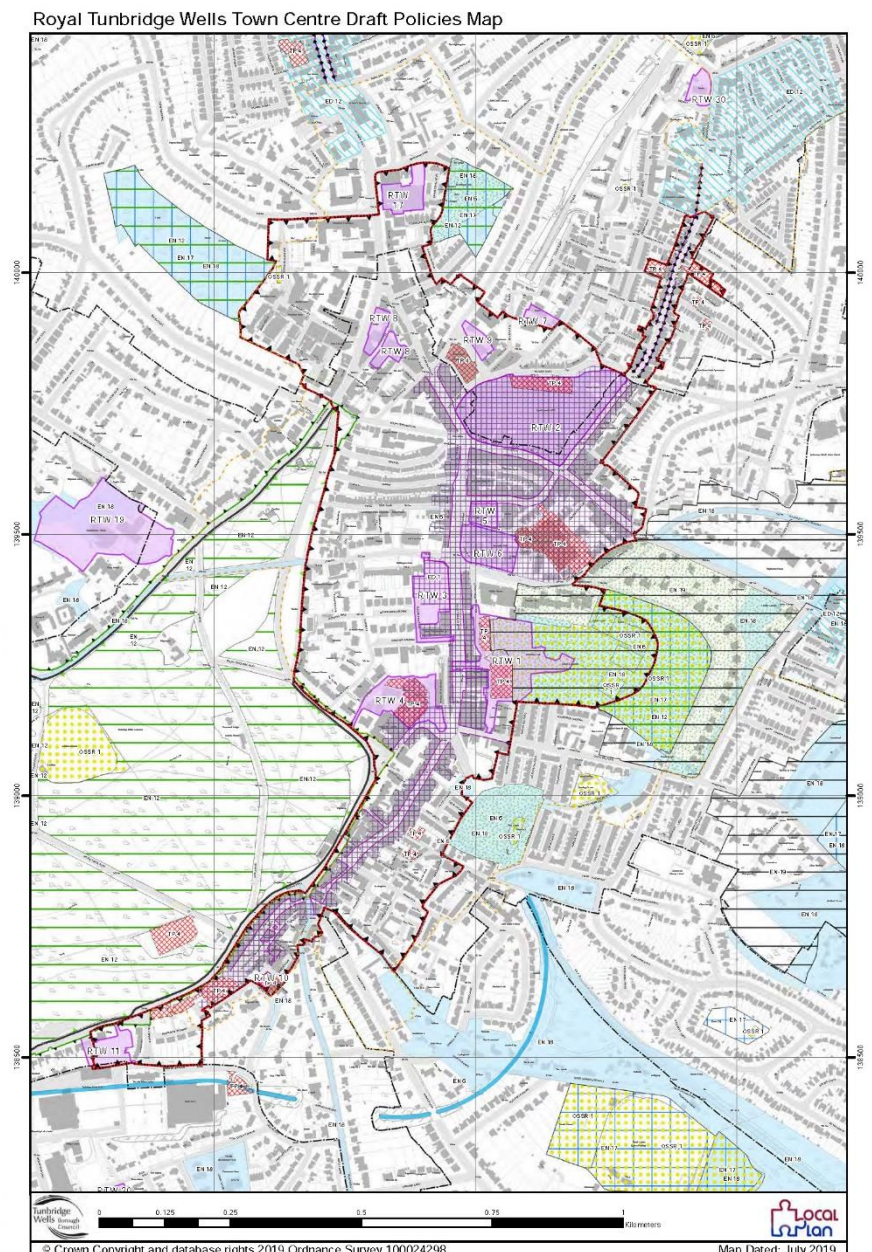
Policy STR/RTW 1 – Strategy for Royal Tunbridge Wells

At Royal Tunbridge Wells 17 sites are proposed to be allocated for development, providing approximately 1,222-1,320 new dwellings in total.

Within the Town Centre, it is proposed to deliver cultural and leisure facilities in the form of a new 1,200 seat theatre, as part of the Calverley Square development, and a new art gallery, museum and library as part of the new Cultural and Learning Hub (The Amelia Scott).

Other proposed schemes in the Town Centre include a major mixed scheme on the former ABC Cinema site, the existing civic complex site and the area around Torrington Road car park.

Within the North Farm/Longfield Road defined Key Employment Area, land is proposed to be allocated to deliver approximately 90,000sqm of new employment floorspace in a parkland setting.



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

Infrastructure provision includes delivery of one new secondary school, extensions to a number of primary schools, one new medical centre, a new sports hub and other new sport and recreational cultural and leisure facilities.

Policy AL/RTW1 Mount Pleasant car park, surgery in The Lodge, public toilets, Mount Pleasant Road, Calverley Grounds, Great Hall car park and Hoopers' car park/service yard

This is proposed to deliver a 1,200 seat theatre, approximately 5,000 sqm office space, an underground car park and a new public square.

Vehicular access to the office and underground car park shall be via Mount Pleasant Avenue. The theatre to be serviced mainly from Grove Hill Road, through Hoopers' car park. An underground car park would replace the existing parking provision.

Development to include a comprehensive landscaping scheme to reflect the original arcadian context of Calverley Grounds.

The site has existing planning permission for redevelopment of the site to provide new offices, theatre, underground parking and associated landscape and infrastructure works (18/00076).

Part of the site is allocated in the existing Site Allocations Local Plan for office and employment uses.

Policy AL/RTW2 Land at Royal Victoria Place Shopping Centre, Calverley Road

The site is proposed to be allocated to provide approximately 13,000 sqm additional floorspace through reconfiguration and expansion of existing centre to provide retail, financial and professional services, restaurants and cafes, drinking establishments, leisure and other supporting uses.

The site is allocated in the existing Site Allocations Local Plan for an additional 13,000 sqm of comparison retail (A1) floorspace.

Policy AL/RTW3 Former Cinema Site, Mount Pleasant Road

The site is proposed to be allocated to provide a mixed use scheme to include approximately 100 residential dwellings, retail, restaurant and cafes, drinking establishment, a cinema, medical, and office uses.

The policy requires the provision of public realm improvements.

The site has existing planning permission for its comprehensive mixed use redevelopment.

Policy AL/RTW4 Torrington and Vale Avenue

The site is proposed to be allocated for a mixed use scheme to potentially include, at ground floor levels, retail, financial and professional services, restaurants and cafes and drinking establishments. A significant element should comprise hotel/conference facilities or high quality office space. Potential for delivering approximately 100 dwellings at upper levels is also identified.

The policy requires retention of public car parking at an amount no lower than currently provided.

A masterplan for the site is required to inform all development proposals, including design and access details.

The site is allocated in the existing Site Allocations Local Plan for a mixed use scheme.

Policy AL/RTW5 Cultural and Learning Hub (The Amelia Scott)

This site is proposed to be allocated as a Cultural Hub to deliver a new art gallery, museum and library as well as a visitor information centre and Gateway (local authority customer service reception).

Planning permission has already been granted for such development.

Policy AL/RTW6 The Civic Complex: the Town Hall, Assembly Hall Theatre and Police Station

This site is proposed to be allocated to provide a mixed use development.

The policy requires that opportunities for extending the height of the Town Hall will be considered to maximise the usage of this centrally located building, with avoidance of demolition wherever possible.

The site is allocated in the existing Site Allocations Local Plan (Policy AL/RTW2A).

Policy AL/RTW7 Land at Goods Station Road

The site is proposed to be allocated for approximately 10-15 residential dwellings, utilising the existing vehicular access.

The site forms part of an existing Site Allocations Local Plan allocation, the other part of which has an existing planning permission.

Policy AL/RTW8 Land at Lifestyle Ford, Mount Ephraim/Culverden Street/Rock Villa Road

The site is proposed to be allocated for approximately 80 dwellings, retaining No. 15 Mount Ephraim as part of any redevelopment.

Pedestrian access is to be provided through the site from west to east to ensure safe linkages from Royal Wells Park to Rock Villa Road and into the town centre.

The design of the development must not obscure or prevent light from reaching the large stained glass window in St Andrew's United Reform Church.

The site is allocated in the existing Site Allocations Local Plan for a mixed use scheme comprising residential development providing approximately 30 dwellings and office use.

Policy AL/RTW9 Land at 1 Meadow Road and 8 Upper Grosvenor Road

This site is proposed to be allocated for the retention and expansion of D1 education use, particularly further/higher education facilities. No. 1 Meadow Road should be retained.

Policy AL/RTW10 Land at the Auction House, Linden Park Road

The site is allocated for provision of office use (B1).

The site has existing planning permission for the change of use of ground floor and first floor from Auction House to business centre comprising open plan offices (18/01928).

Policy AL/RTW11 Former Plant & Tool Hire, Eridge Road

The site is proposed to be allocated for approximately 37-60 dwellings, or for a mixed use development to include residential and/or retail and or employment uses.

The policy requires that vehicular access shall be provided onto Eridge Road; additional pedestrian access to be provided to the rear of the site adjacent to Nevill Terrace.

There have been a number of planning permissions on this site in recent years and, most recently, interest in the erection of a new foodstore and associated car parking and landscaping.

The site is similarly allocated in the existing Site Allocations Local Plan 2016.

Policy AL/RTW17 Land at 36—46 St John's Road

The site is allocated for approximately 65 residential dwellings, or a higher density of housing for older people providing approximately 90 dwellings.

The site has existing planning permission for three new buildings comprising 89 units to provide accommodation for older people.

Policy AL/RTW19 Land at 77 Mount Ephraim (Sturge House, Brockbourne House)

This site is proposed to be allocated for the provision of employment uses, preferably office or financial & professional services uses. Proposals for other uses, including research & development, light industry, hotels and non- residential institutions will also be considered.

Part of the site (land at 77 Mount Ephraim) is allocated in the existing Site Allocation Local Plan (Policy AL/RTW20) for employment uses.

Policy AL/RTW30 Land at Medway Road

This site is proposed to be allocated for approximately 35 dwellings.

The policy requires that development shall provide improvements to local road junctions and pedestrian footway crossings within the immediate area.

The site has existing planning permission.

Royal Tunbridge Wells and Southborough

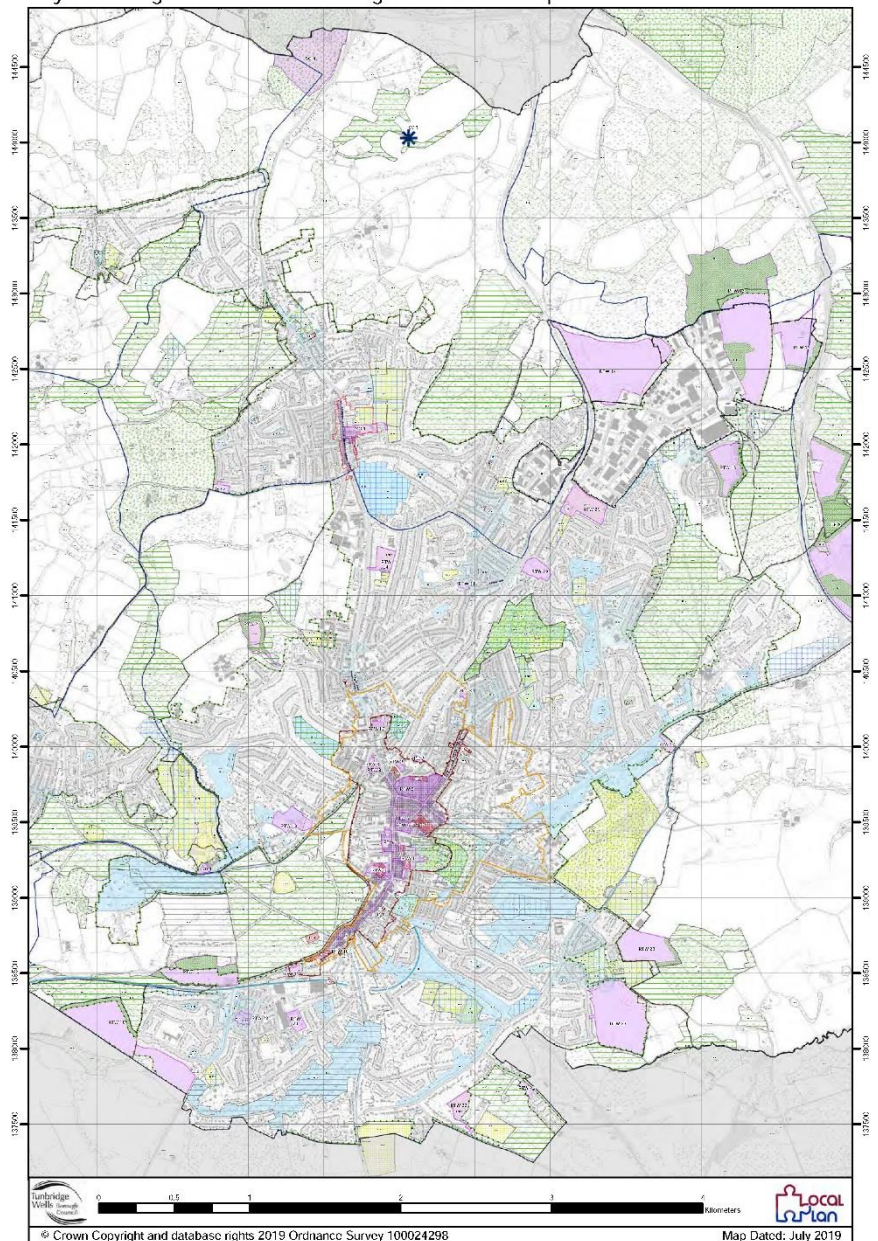
Policy AL/RTW12 Land adjacent to Longfield Road

The site is proposed to be allocated as a business park to provide approximately 80,000 sqm business, general industrial and storage & distribution floorspace.

The policy requires that vehicular access is taken from Longfield Road and includes provision of a priority bus lane into, within, through and out of the site.

No built form is to be located within the areas indicated as Open Space and Buffer on the draft Policies Map.

Royal Tunbridge Wells and Southborough Draft Policies Map



Policy AL/RTW13 Land at Colebrook House, Pembury Road

The site is proposed to be allocated for approximately 10,000 sqm business, general industry and storage & distribution accommodation.

The policy would be delivered through the conversion of Colebrook House together with a modern business park in a campus layout that respects the existing parkland setting.

Vehicular access is to be taken directly from the site to the new Fairthorne junction of the A21.

The policy requires the provision of pedestrian and cycle links into the existing networks.

Policy AL/RTW14 Land at the former North Farm landfill site, North Farm Lane and land at North Farm Lane, North Farm Industrial Estate

The site is proposed to be allocated for the provision of sports and leisure uses, or renewable energy provision, to include proposals that are able to utilise the existing topography of the site.

This is subject to confirmation that methane can be vented.

Policy AL/RTW 15 Land at Knights Park

The site is proposed to be allocated for the provision of compatible new leisure uses that would deliver an intensification of the leisure offer currently provided within the site.

The tree belt between Knights Wood and Knights Park along the western boundary of the site is to be retained.

Policy AL/RTW16 Land at Wyevale Garden Centre, Eridge Road

The site is proposed to be allocated for retail use, which could include a convenience store at the eastern part of the site with an element of residential.

Areas are defined on the allocation plan as green space. These will provide suitable buffering and enhancements to the River Grom corridor and to the setting of the adjacent Tunbridge Wells and Rusthall Common to be provided/retained.

Policy AL/RTW18 Land to the west of Eridge Road at Spratsbrook Farm.

Site is allocated for approximately 270 dwellings and a seven form entry secondary school. Provision of cycle and pedestrian links are to be provided into the adjacent Ramslye Estate.

Policy AL/RTW20 Land at Tunbridge Wells Engineering Centre, Broadwater Down

This site is proposed to be allocated for approximately 50 dwellings.

The potential to provide pedestrian linkages between Broadwater Lane and Linden Gardens should be considered.

Part of site is allocated in existing Site Allocations Local Plan (AL/RTW13) for residential development providing approximately 170 dwellings. The other part (the WA Turner site) is not proposed to be allocated in the Draft Local Plan.

Policy AL/RTW21 Land at Culverden Stadium, Culverden Down

This site is proposed to be allocated for approximately 30 dwellings.

Suitable alternative sporting facilities will need to be provided at the proposed sports hub at Hawkenbury and redevelopment cannot take place until these are provided.

The policy requires that the scheme shall incorporate the use of the pillars that are currently located at the vehicular access entrance with Culverden Down.

Policy AL/RTW22 Land at Bayham Sports Field West

This site is proposed to be allocated for approximately 20-25 dwellings, with vehicular access from Bayham Road.

There will be no let loss of sports provision as part of the wider Sports Pitch Strategy for Royal Tunbridge Wells. Suitable alternative sporting facilities will need to be provided at one of the proposed sports hub allocations included in the Draft Local Plan. Redevelopment of this site cannot take place until these are operational.

Policy AL/RTW23 Land to the north of Hawkenbury Recreation Ground

The site is proposed to be allocated for the provision of a new sports hub to include standing/seating for supporters and other ancillary structures.

The policy requires the development to contribute to substantial improvements to local road junctions and crossings within the immediate area, and to other traffic or sustainable transport measures.

Policy AL/RTW24 Land at Cadogan Sports Field, St John's Road

This site is proposed to be allocated for approximately 30-40 dwellings, with vehicular and pedestrian access provided onto St John's Road.

There will be no let loss of sports provision as part of the wider Sports Pitch Strategy for Royal Tunbridge Wells. Suitable alternative sporting facilities will need to be provided at one of the proposed sports hub allocations included in the Draft Local Plan. Redevelopment of this site cannot take place until these are operational.

Policy AL/RTW25 Land at Colebrook Sports Field, Liptraps Lane

The site is allocated for approximately 60 dwellings; to include re-provision and enhancement of informal open space and sports & leisure provision.

The policy requires the retention of and improvement to existing pedestrian and cycle routes through the site to link in with the wider footway and cycle network.

There will be no let loss of sports provision as part of the wider Sports Pitch Strategy for Royal Tunbridge Wells. Suitable alternative sporting facilities will need to be provided at one of the proposed sports hub allocations included in the Draft Local Plan. Redevelopment of this site cannot take place until these are operational.

Policy AL/RTW26 Land at Cemetery Depot, Benhall Mill Road

This site is proposed to be allocated for approximately 20 dwellings, subject to an assessment of the significance of historic buildings and structures.

Policy AL/RTW27 Land at Hawkenbury, off Hawkenbury Road/Maryland Road

This site is proposed to be allocated for approximately 220-250 dwellings and a primary school.

The site has existing planning permission for 239 dwellings plus a primary school and construction on site has commenced, but amendments are proposed.

Policy AL/RTW28 Land at Rowan Tree Road, Showfields Road

The site is proposed to be allocated for the provision of a mixed use development to include an improved and enhanced medical centre, enhanced residential development, as well as improvements to community facilities that could be delivered through a wider hub development.

The policy requires the retention of the existing pedestrian routes through the site and provision of new pedestrian and cycle linkages with the wider surrounding area.

Any proposals will need to take account of the designated Village Green within the site.

Policy AL/RTW32 Land at Beechwood Sacred Heart School

The site is proposed to be allocated for the provision of retirement housing and/or a residential care home of approximately 69 units, accessed from Pembury Road.

The site has existing planning permission for a 69 bed care home with provision of new access onto Pembury Road and associated facilities.

Policy STR/SO 1 - Strategy for Southborough

Four sites are proposed to be allocated for development, three of which include housing, together providing some 135 – 205 new dwellings. The allocations variously also provide for other uses, including retail, community, leisure and economic uses and Town Council offices and luxury hotel with leisure and conference facilities.

The 'Limits to Built Development' around the main built- up area of Southborough are to be amended accordingly.

A key infrastructure requirement is the provision of a new health facility to replace the existing one. Other infrastructure requirements include provision of public electric vehicle

charging points and car share facilities, a range of transport mitigation measures, primary and secondary education provision and cultural infrastructure.

A new sports hub is proposed at Hawkenbury Recreation Ground (within the main urban area of Tunbridge Wells) towards which contributions are expected.

Three existing public car parks are to be retained for public car parking.

Policy AL/SO 1 – Southborough Hub, London Road

This site is proposed to be allocated for a mixed used scheme to include approximately 69 residential dwellings, and including retail units, flexible community floor space, including for assembly and leisure uses, Town Council Offices, medical centre, new sports pavilion with ground maintenance store and workshop, and extension to the existing Yew Tree Road public car park.

New, retail floorspace should enhance and diversify provision within Southborough, provided it is of an appropriate scale and will not have a significant adverse impact on the town. Any residential uses fronting onto London Road shall be located above ground floor.

This site already has planning permission. Development is currently under construction.

Policy AL/SO 2 – Speldhurst former allotments (land between Bright Ridge and Speldhurst Road)

This site is proposed to be allocated for the provision of approximately 16 residential dwellings with vehicular access and pedestrian linkages into the wider network and retention of boundary trees / hedging.

The site already has outline planning permission for the provision of up to 16 dwellings with associated parking, landscaping and access.

Policy AL/SO 3 – Land at Mabledon and Nightingale

This site is proposed to be allocated for the provision of a mixed use scheme to include land-based economic development and approximately 50-120 residential dwellings.

The provision of a safe and acceptable access arrangement from the A26 London Road is expected along with safe and suitable pedestrian and cycle linkages to Southborough and Tonbridge.

An agreed design approach is expected with an agreed overarching masterplan.

Any scheme should be informed by a comprehensive energy and climate change strategy and is expected to include provision of public electric charging points and car share facilities. Other expectations include provision of buildings for land-based economic development, community facilities, live/work units and broadband – high speed mobile connectivity to facilitate homeworking and high quality sustainable forms of housing development, with provision for log and bicycle storage using local materials wherever possible.

A scheme of landscape restoration and management is also expected, with opportunities for community involvement. The scheme shall provide buildings and spaces to provide cultural infrastructure.

Policy AL/SO 4 – Land at Mabledon House

This site is proposed to be allocated for the development of a luxury hotel, with up to 200 rooms, and leisure development with spa and conference facilities, set within a restored historic park and garden and wider attractive landscape.

The site straddles the boundary with Tonbridge & Malling Borough Council. The allocation is restricted to that land which lies within Tunbridge Wells borough.

It is expected that there will be provision of a safe and suitable access from the A26 London Road.

The scheme of redevelopment and any scope for demolition and/or conversion is to be determined through appropriate studies.

Detailed provisions are made for the restoration for the built heritage assets and the Historic Park and Garden, landscape maintenance, provision of public access to heritage assets and the Historic Park and Garden and consideration of pedestrian/cycle links with the wider network. A cycle link to the main urban area of Royal Tunbridge Wells, Southborough and Tonbridge is expected to be explored.

Policy AL/RTW29 land at former Gas Works, Sandhurst Road

The site is proposed to be allocated for approximately 170 dwellings.

The policy requires the retention of the existing pedestrian routes through the site and provision of new pedestrian and cycle linkages with the wider surrounding area, together with flood infrastructure works.

The proposal carries forward an existing Site Allocations Local Plan policy.

Policy AL/RTW31 Land at 123-129 Silverdale Road

The site is proposed to be allocated for approximately 13 dwellings, subject to improvements to local road junctions and pedestrian footway crossings within the immediate area.

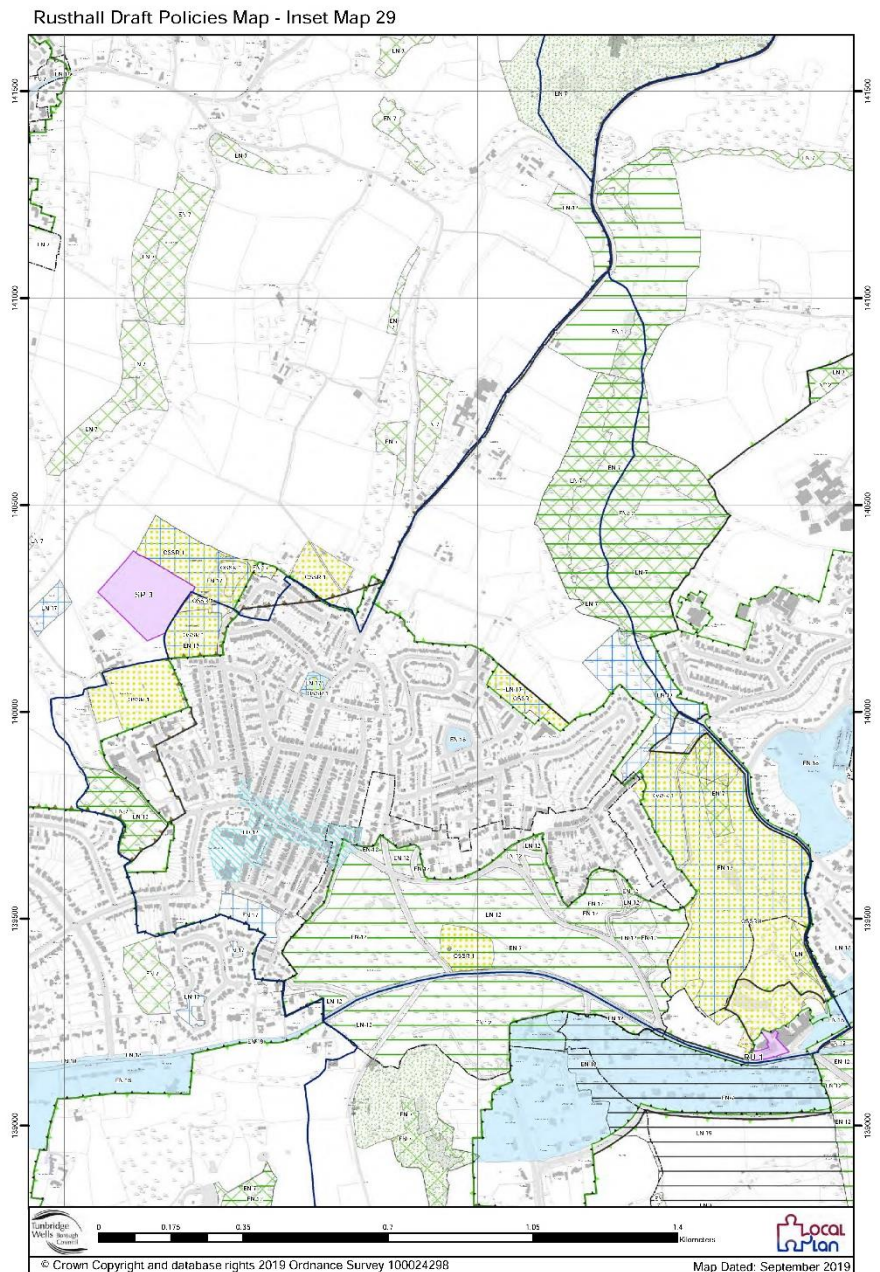
A planning application has a resolution to grant permission for the residential redevelopment of the site to accommodate 13 dwellings with parking and retained access to Silverdale Road.

Rusthall

Strategy for Rusthall Parish – Policy STR/ RU1

One site is proposed to be allocated for development, providing some 15 new dwellings. The ‘Limits to Built Development’ for Rusthall is not proposed to be changed by the Draft Local Plan.

A key infrastructure requirement is the provision of a new sports hub at Rusthall Recreation Ground (AL/SP3 within Speldhurst Parish). Other infrastructure provisions are for primary and secondary education provision, health and medical facilities, cultural infrastructure and community facilities such as allotments/natural green space, parks.



Policy AL/RU1 – Lifestyle Motor Europe, Langton Road

This site is proposed to be allocated for approximately 15 residential dwellings, with access from existing points onto Langton Road. Pedestrian linkages into the wider network will be sought and development will be expected to give consideration to the setting and amenities of the adjacent Spa Hotel as well as to conserve and enhance the Conservation Area.

Contributions are expected towards improvements to the public realm and bus services as well as any necessary highway related works.

This proposal carries forward an existing, similar allocation in the Site Allocations Local Plan 2016.

Speldhurst and Langton Green

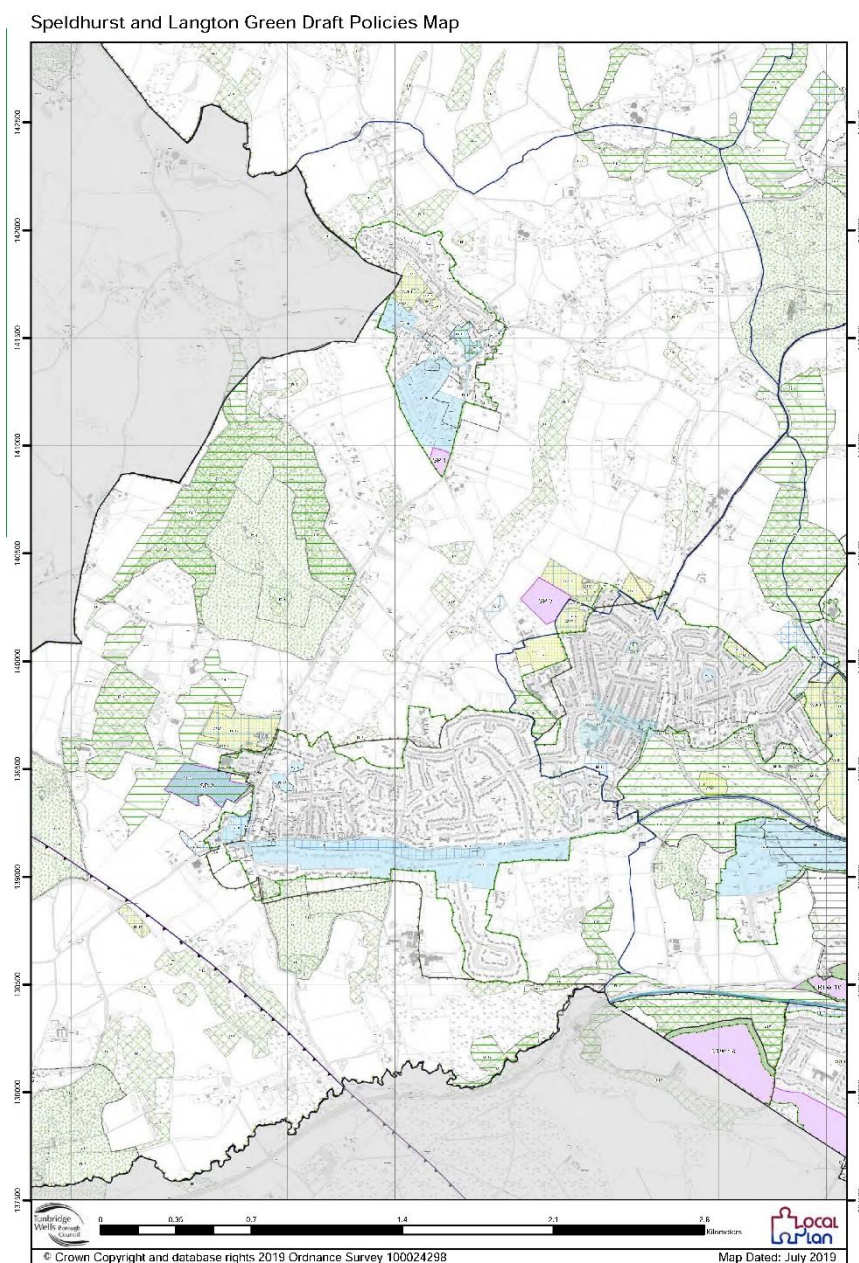
Policy STR/SP 1 - Strategy for Speldhurst Parish

Three sites are proposed to be allocated, including one housing site providing some 15 - 20 new dwellings. Other proposed allocations are to safeguard land for future expansion of the Primary School at Langton Green and a range of community uses, and to make additional recreation provision on land adjacent to Rusthall Recreation Ground (within Speldhurst Parish).

The 'Limits to Built Development' at Speldhurst are to be amended accordingly, while the 'Limits to Built Development' at Langton Green are unchanged.

A key infrastructure requirement is the provision of a new sports hub at Rusthall Recreation Ground (within Speldhurst Parish).

Other infrastructure provisions are for primary and secondary education provision, health and medical facilities, cultural infrastructure and community facilities such as allotments / natural green space, parks.



Policy AL/SP 1 – Land to the west of Speldhurst Road and south of Ferbies

This site is proposed to be allocated for approximately 15 – 20 new residential dwellings.

Access from Speldhurst Road should be informed by a highways assessment.

There should also be an assessment of the feasibility of extending the 20 mph speed limit southwards of the site and / or proposals for creating a new 30 mph limit in the wider southern vicinity of the site.

There should be only minimal loss of hedges and trees; also, any scheme should include significant areas of undeveloped green spaces, including appropriate landscape buffers.

Contributions are expected towards traffic calming measures, improvements to the public realm, any highway related works and to improvements to bus services.

Policy AL/SP 2 – Land north of Langton House

This site is proposed to be allocated for the safeguarding of the site for future school expansion, and a range of community uses such as allotments / children's play space.

It is expected that there will be pedestrian access into the site and that existing trees and hedgerows will be retained and that a woodland buffer will be provided. An assessment of the site's archaeological potential and its protection is also expected.

Policy AL/SP 3 – Land adjacent to Rusthall recreation ground (in Speldhurst Parish), Southwood Road

This site is proposed to be allocated for additional recreation provision. It is intended as a 'sports hub'.

It is expected that development will include the provision of new vehicular and pedestrian/cycle accesses and linkages, and additional on-site car parking.

Existing hedgerows and mature trees of most amenity value should be protected.

This site already has planning permission for the change of use of land to expand existing recreational facilities through the provision of additional sports pitches, together with associated additional car parking provision, 'ball stop' fencing, and other works.

Bidborough

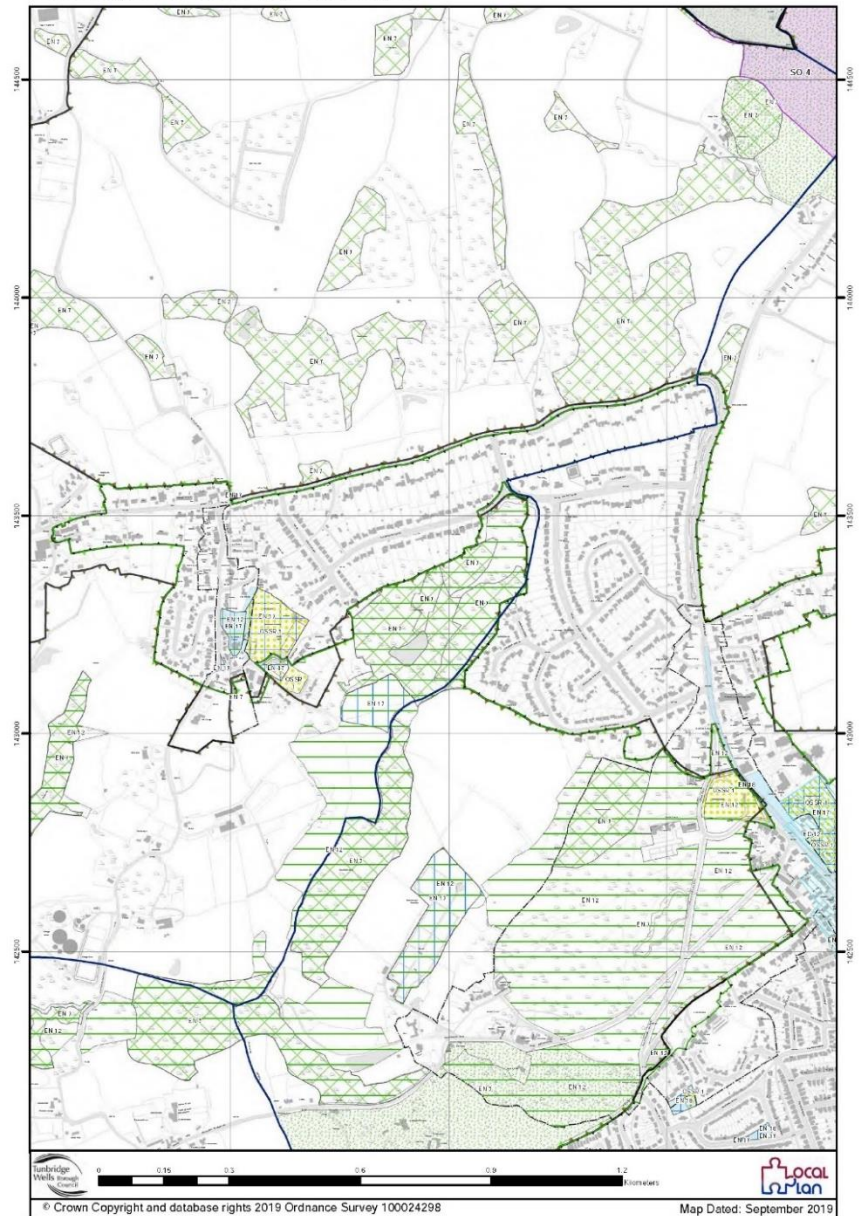
Policy STR/BI 1 – Strategy for Bidborough Parish

No site allocations are proposed, although additional housing may be delivered through redevelopment of appropriate sites and other windfall development.

The 'Limits to Built Development' for Bidborough, which sets the extent of the built-up area, are not proposed to be changed by the Draft Local Plan.

Infrastructure contributions expected from any development proposals would include primary and secondary education provision, health and medical facilities, cultural infrastructure and community facilities such as allotments, natural green space, parks. A new sports hub is proposed at Rusthall Recreation Ground (in Speldhurst Parish) towards which contributions would also be expected.

Bidborough Draft Policies Map - Inset Map 19



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



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

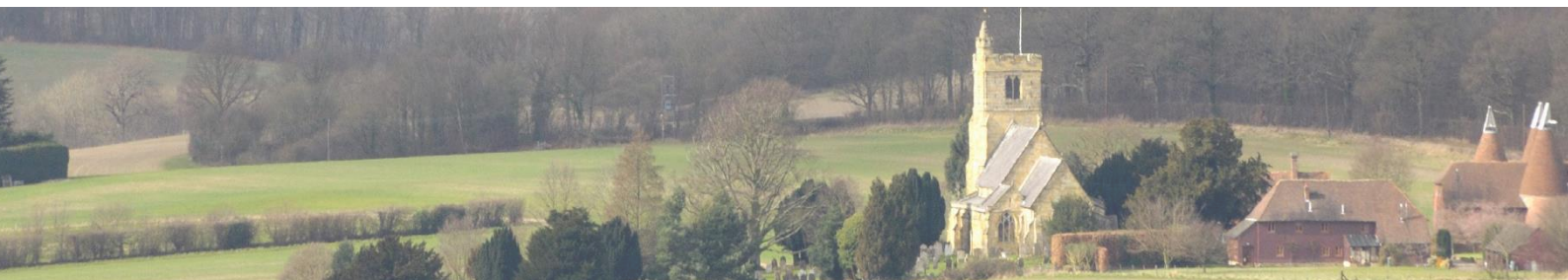
Environment & landscape, including:

- 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

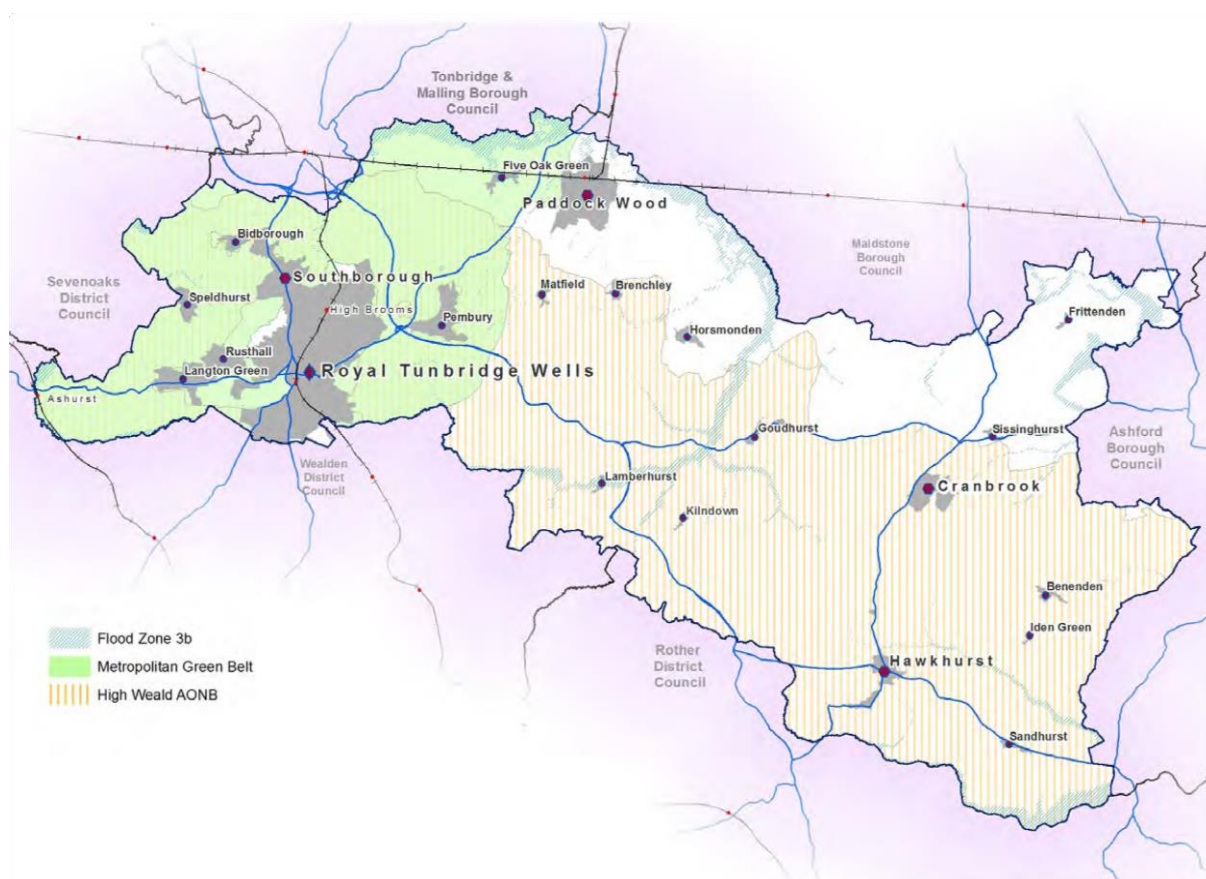
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

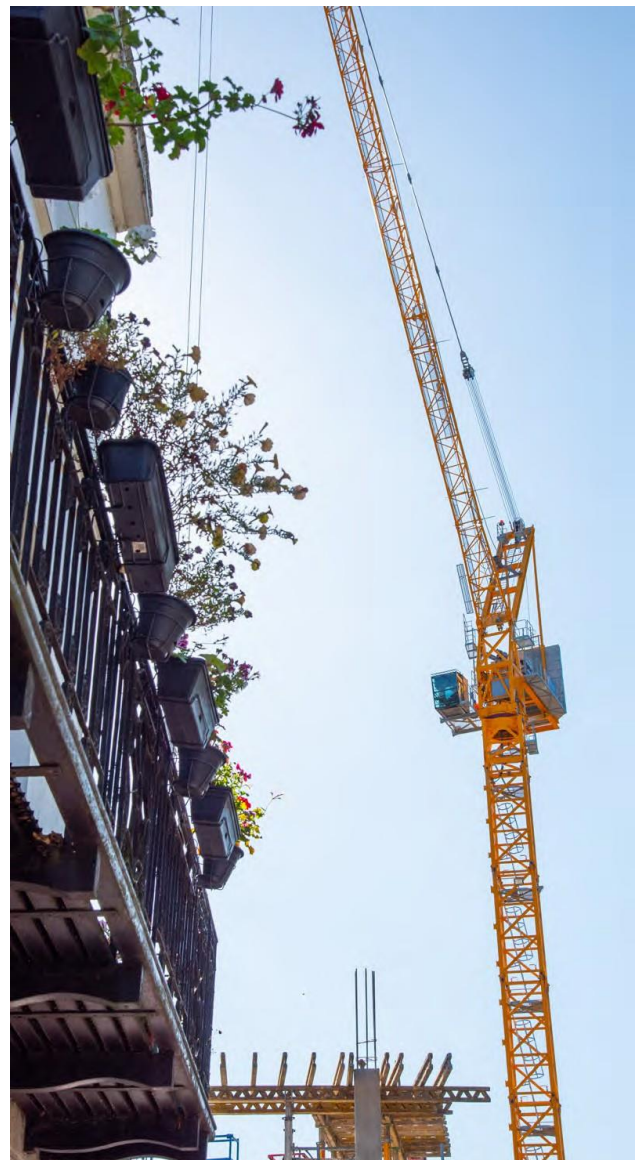
Urban brownfield and undesignated land

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.

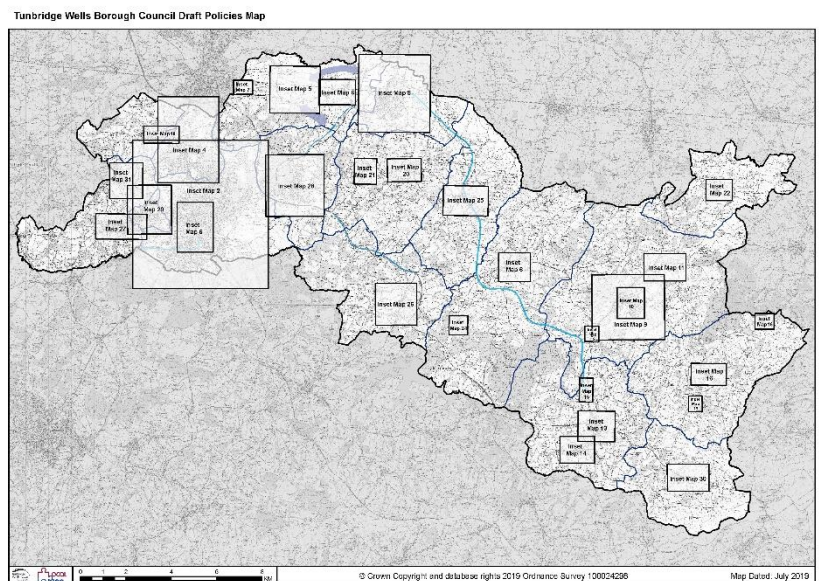
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

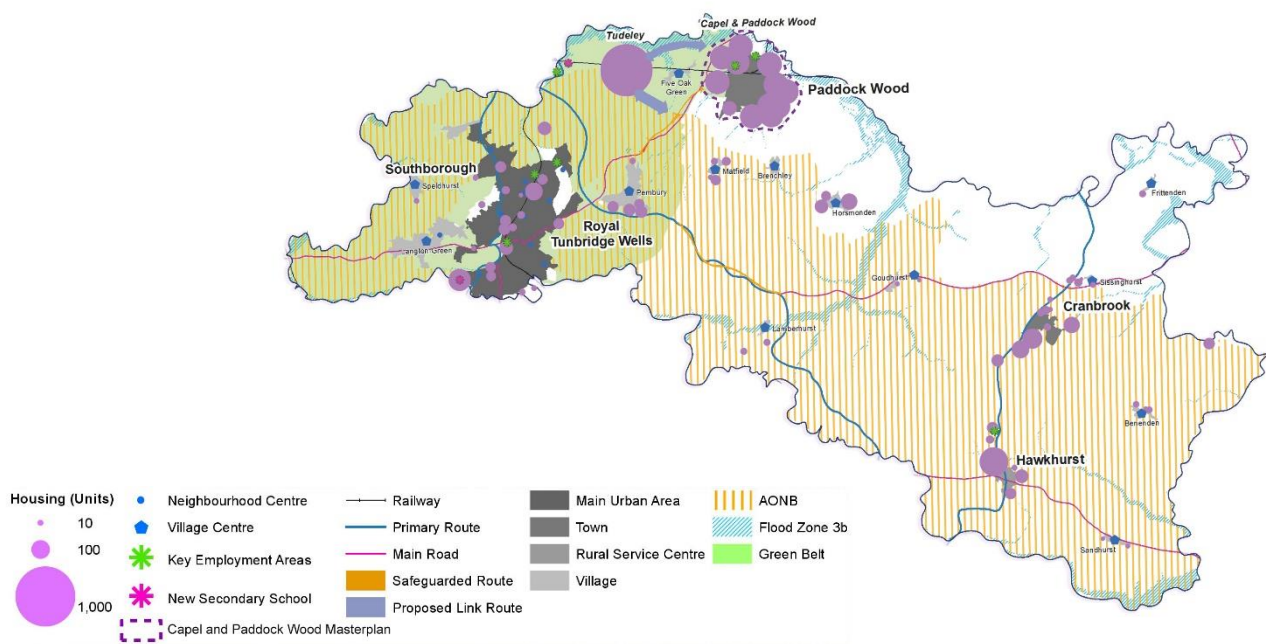
Further information about the evolution of the development strategy is set out in a

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)

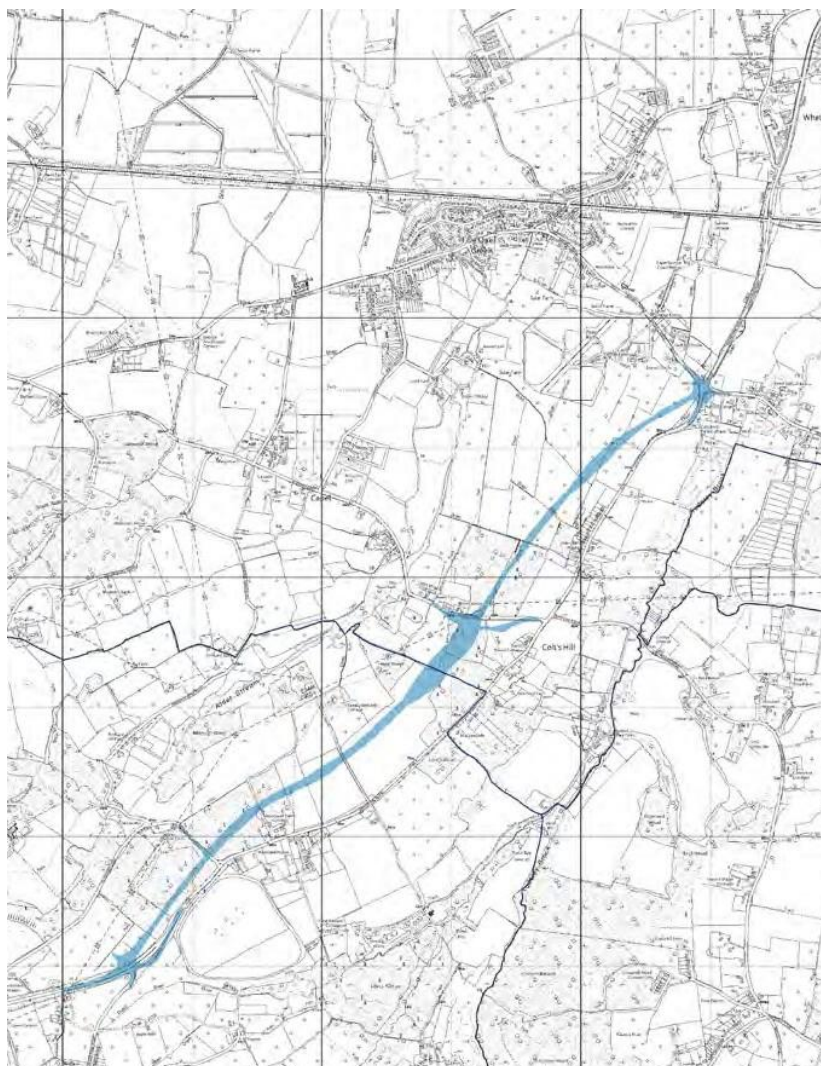
- Flood mitigation measures, particularly at Capel and Paddock Wood

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 & Sissinghurst Parish

Cranbrook including Hartley and Wilsley Green

Cranbrook and Sissinghurst Neighbourhood Development Plan (NDP)

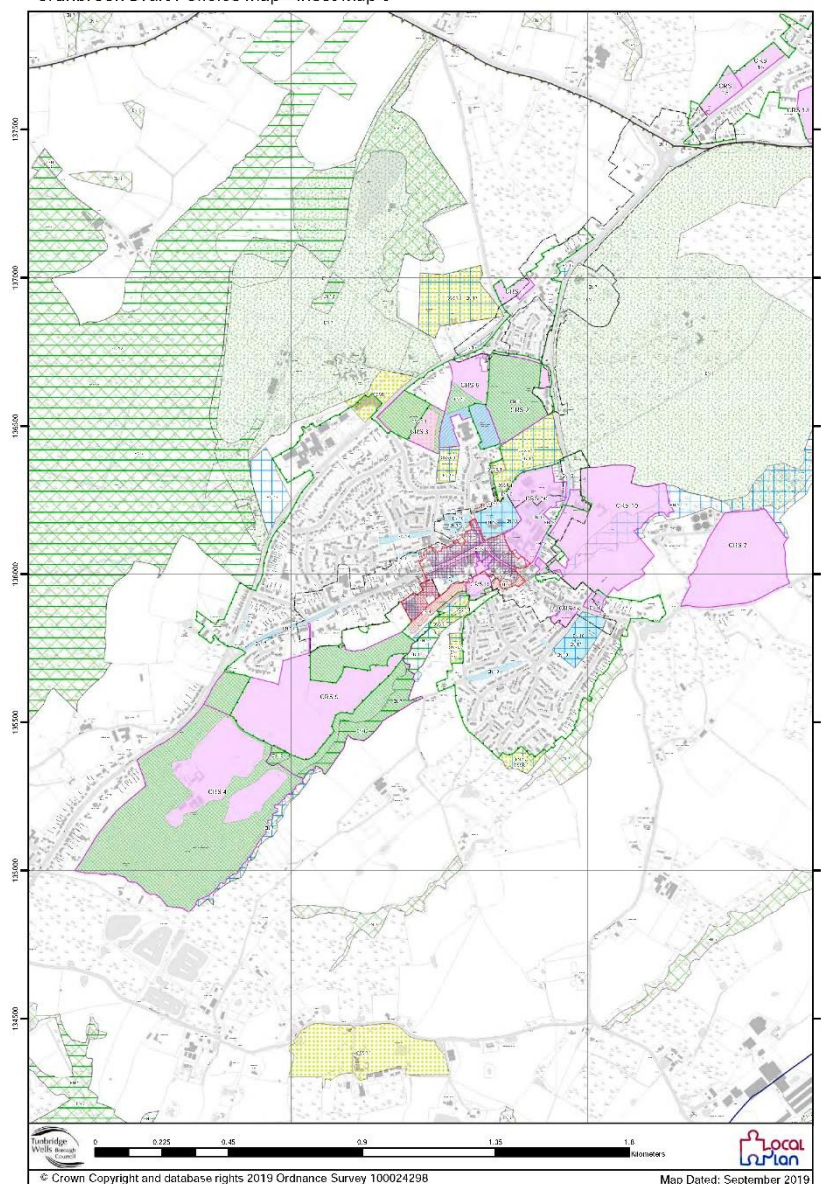
The Council is aware that the emerging NDP is proposing to allocate sites itself, and has been discussing potential allocations with the NDP group for over a year. These discussions will continue, as the NDP Group finalises its work on the sites which it considers are suitable for allocation.

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

At Cranbrook nine sites are proposed to be allocated for development, providing approximately 718-803 new dwellings in total.

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

Cranbrook Draft Policies Map - Inset Map 9



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:

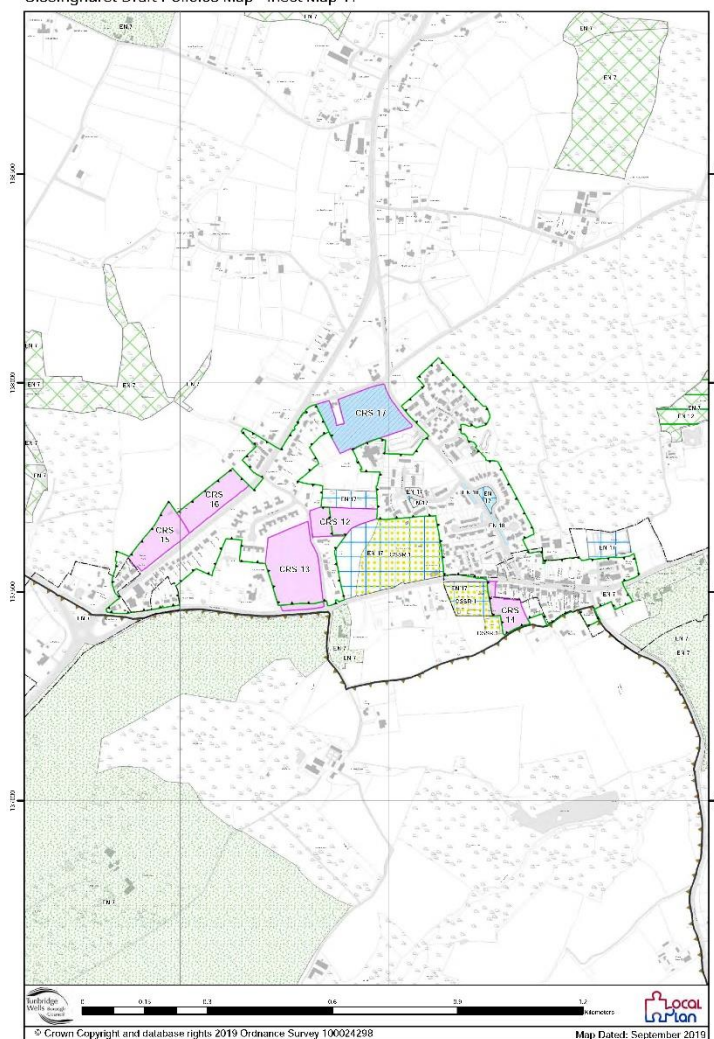
- to have regard to the retention of views into and out of the site (and in particular views of the castle tower)
- to have regard to the preservation and enhancement of the rural character of the countryside with emphasis on the land between the castle and the village of Sissinghurst, and
- to include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

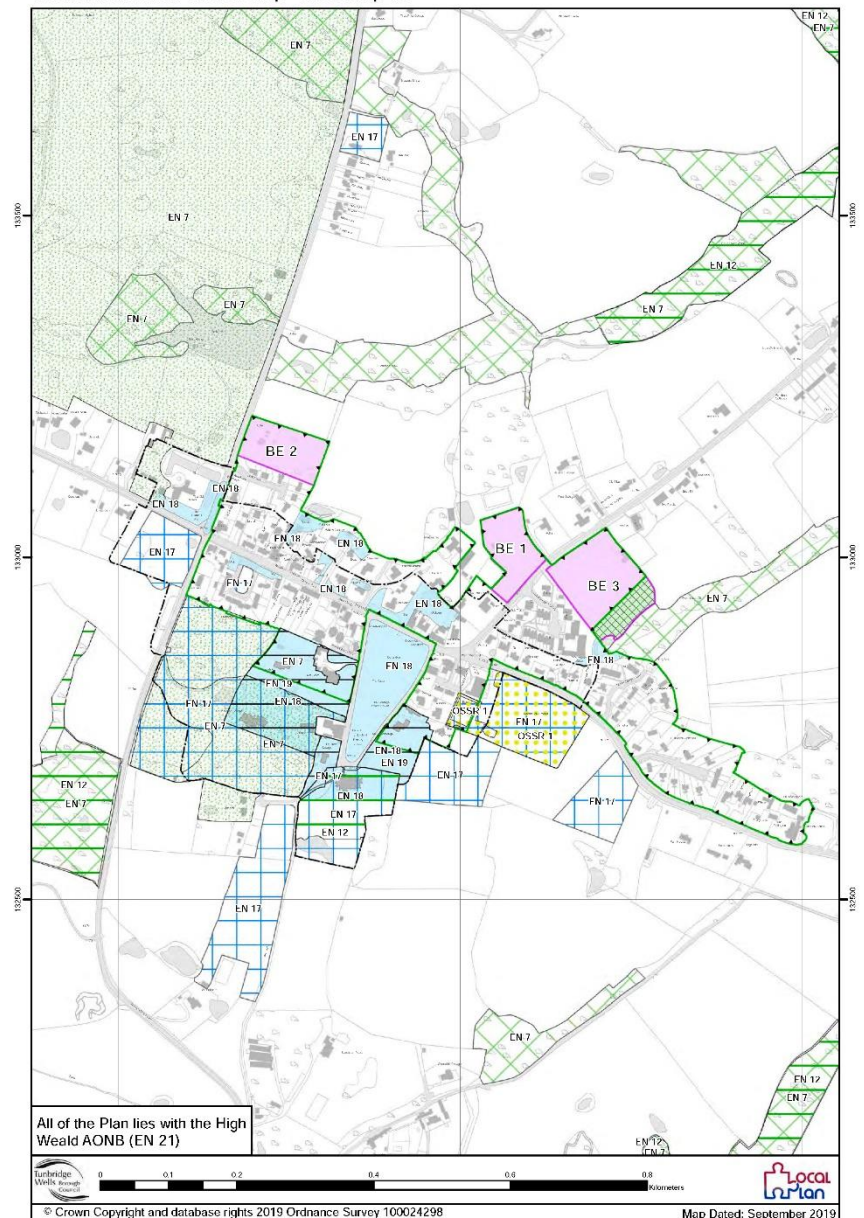
Benenden Neighbourhood Development Plan (NDP)

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

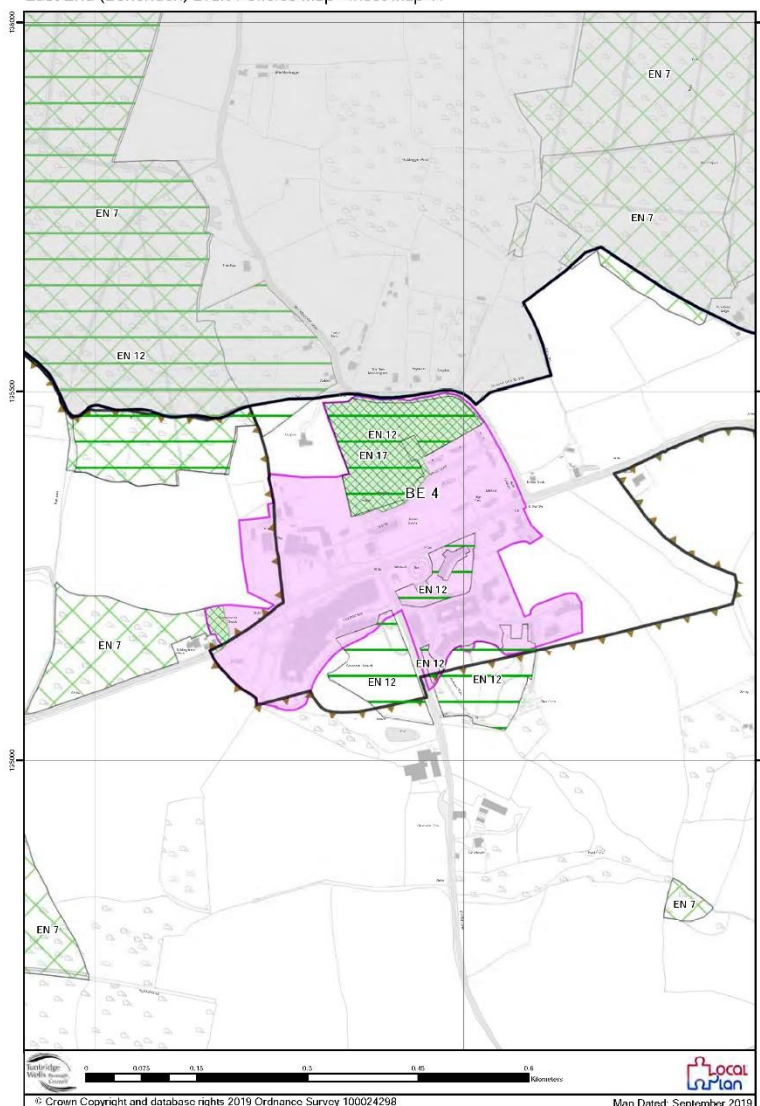
Policy AL/BE4 – Land at Benenden Hospital

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.

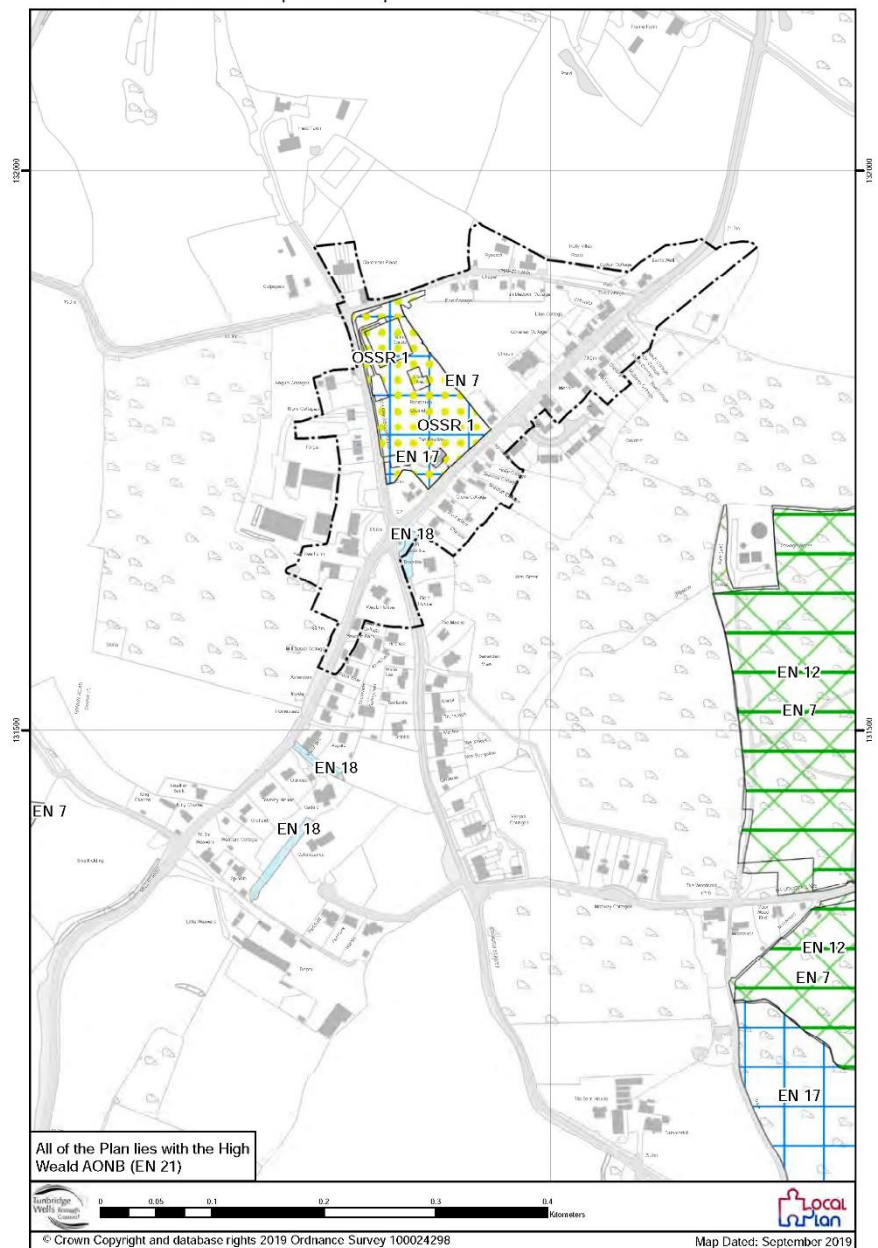
- Provision of the long-term management of the Local Wildlife Sites associated with the hospital land

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

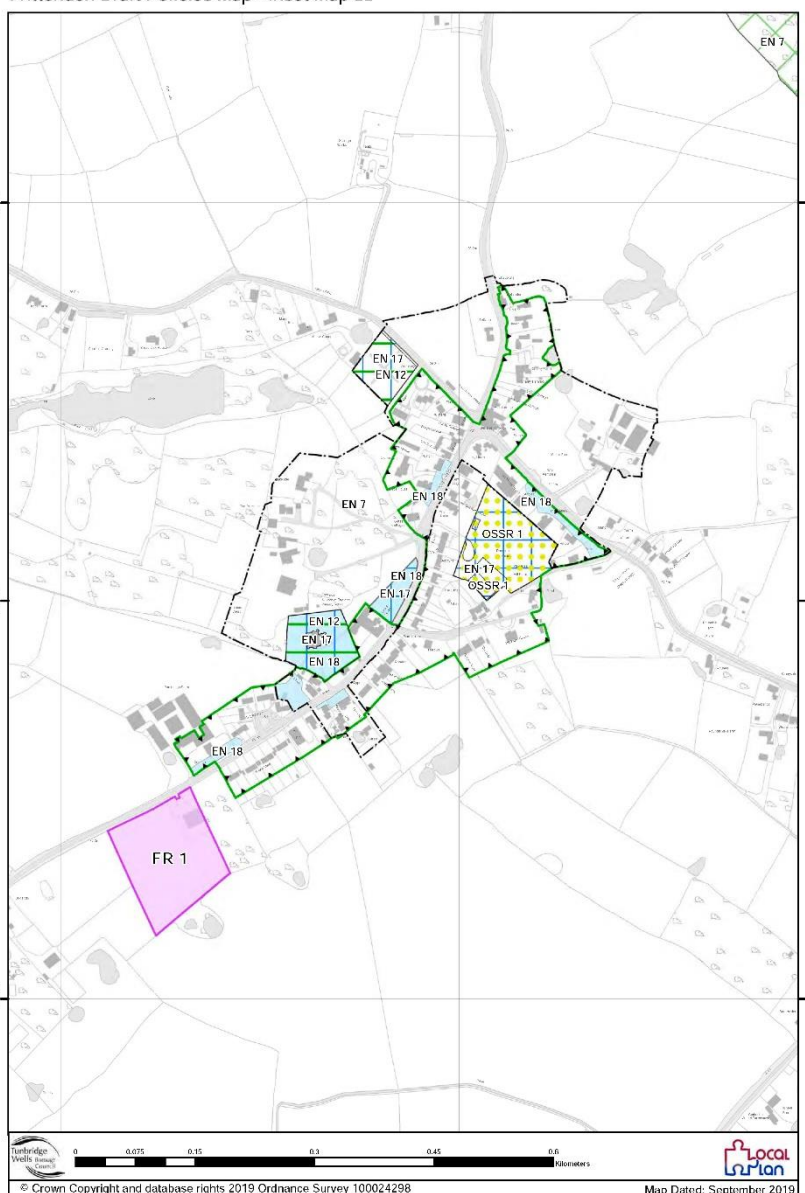
One site is proposed to be allocated for development, providing approximately 25-30 new dwellings.

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



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

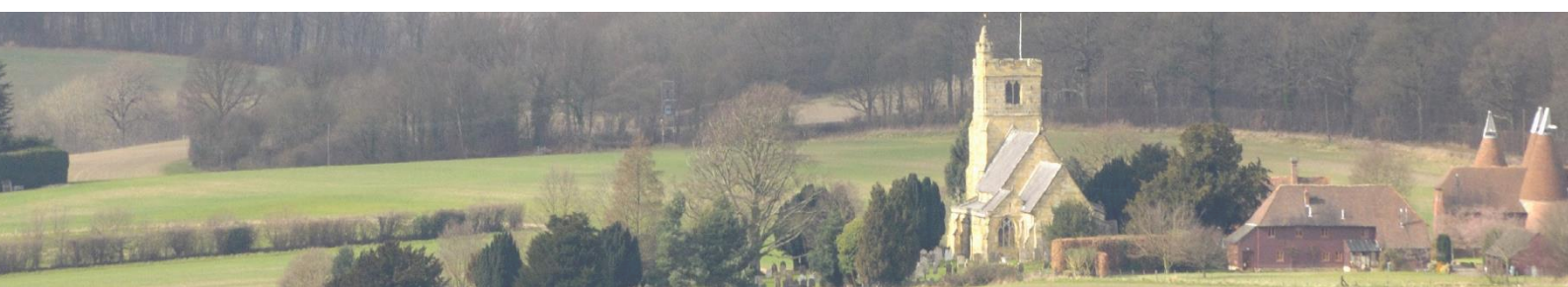
Environment & landscape, including:

- 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

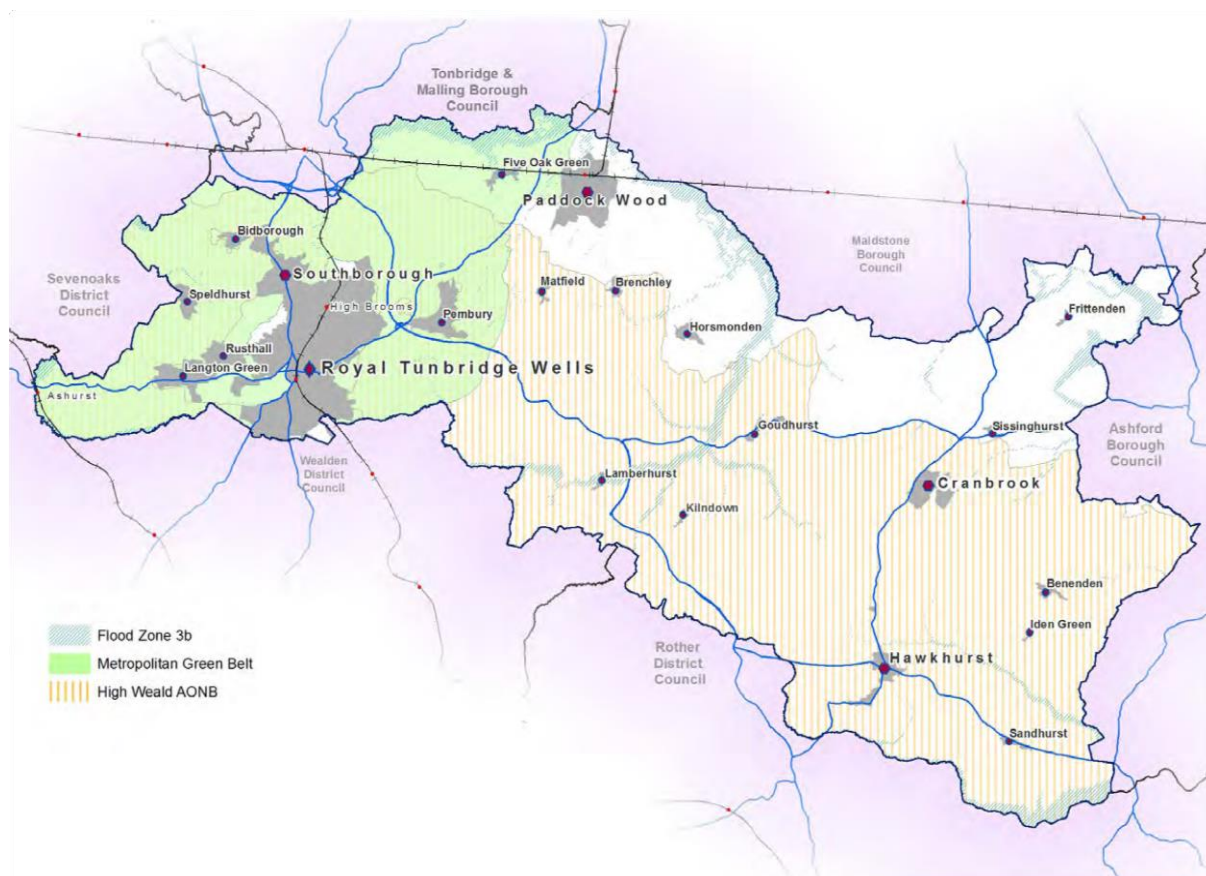
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

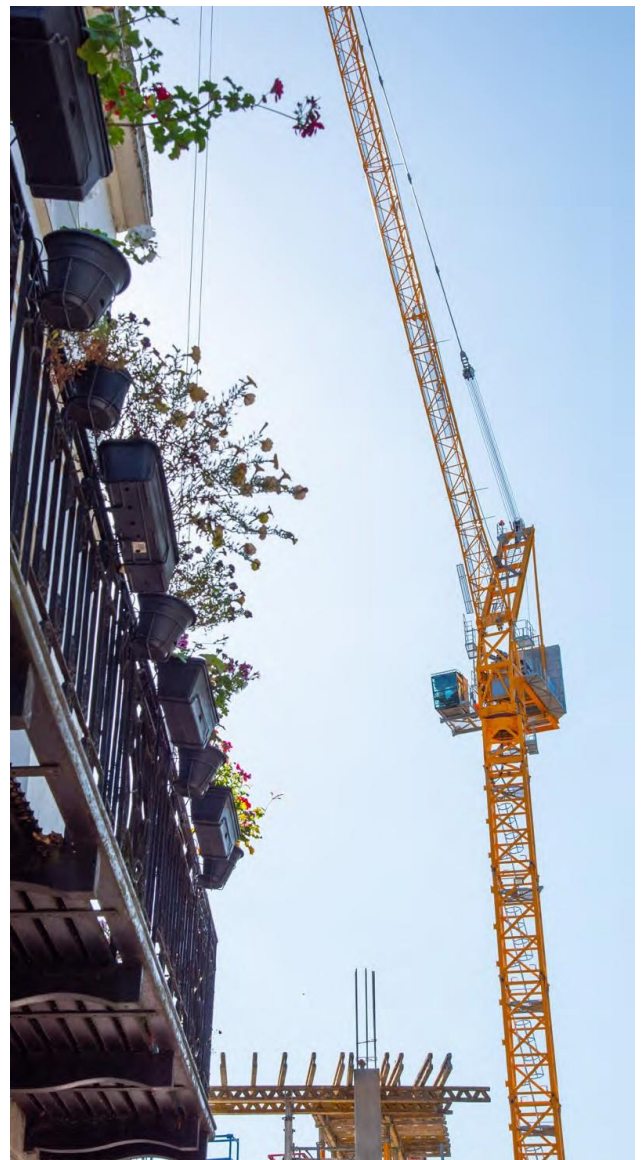
Urban brownfield and undesignated land

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.

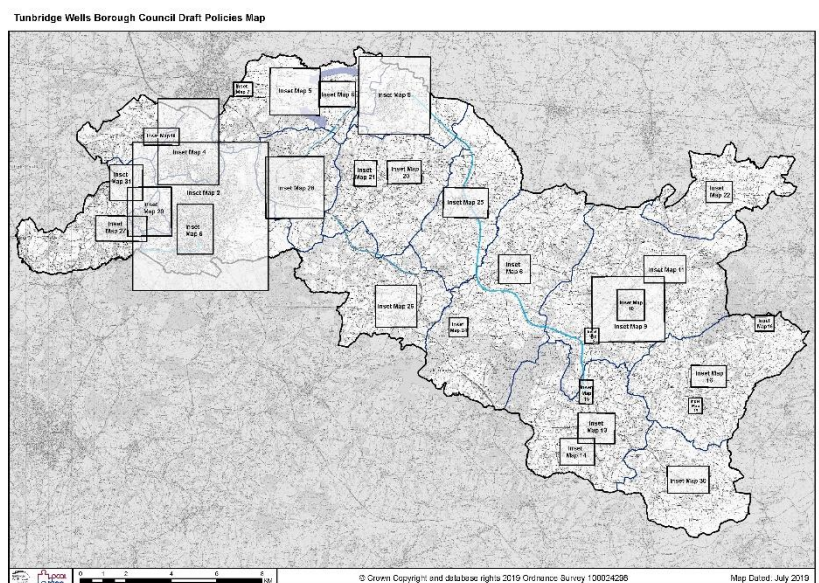
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

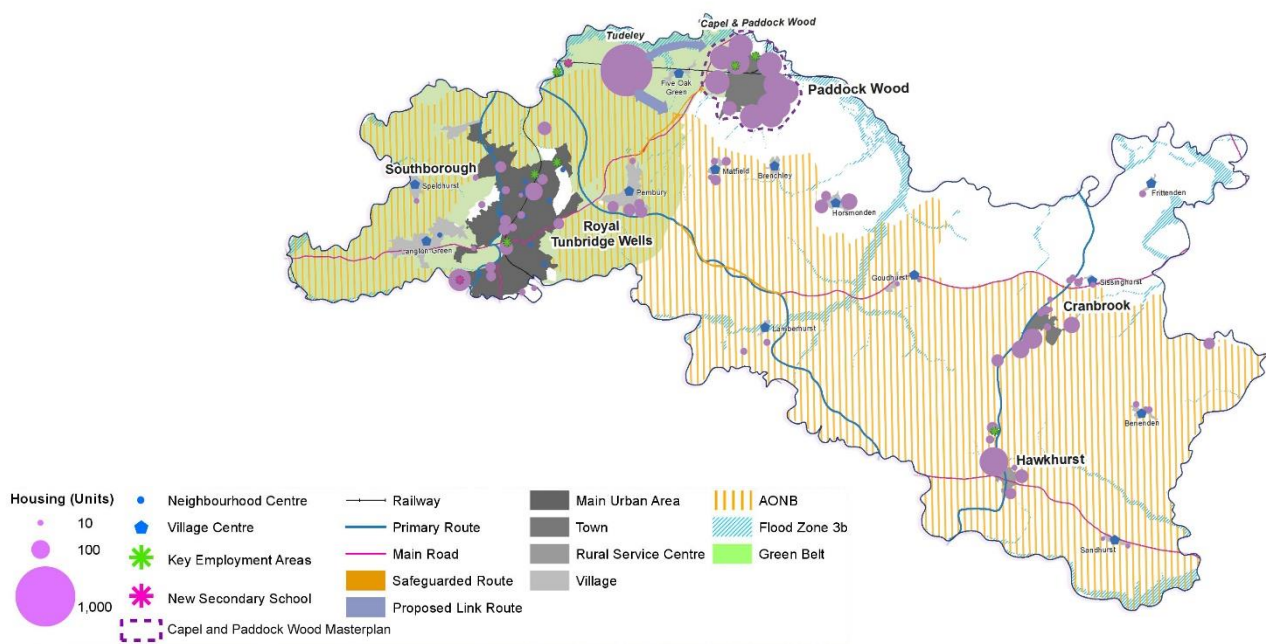
Further information about the evolution of the development strategy is set out in a

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)

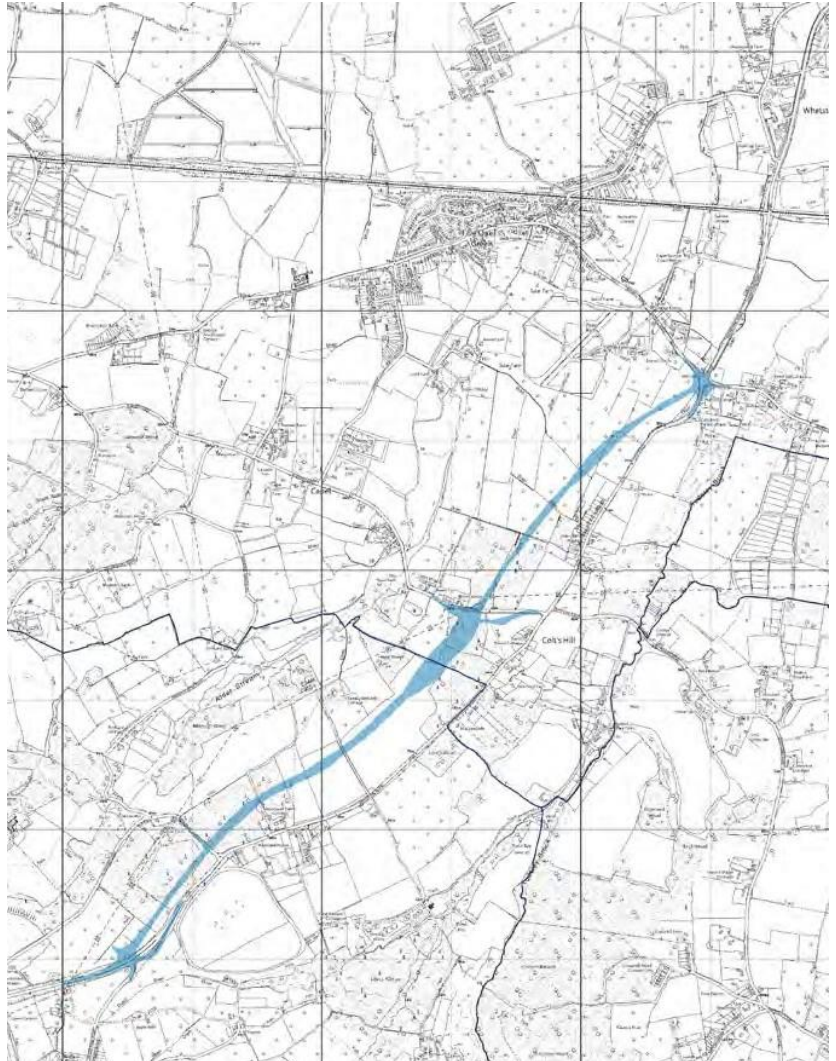
- Flood mitigation measures, particularly at Capel and Paddock Wood

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.



Hawkhurst

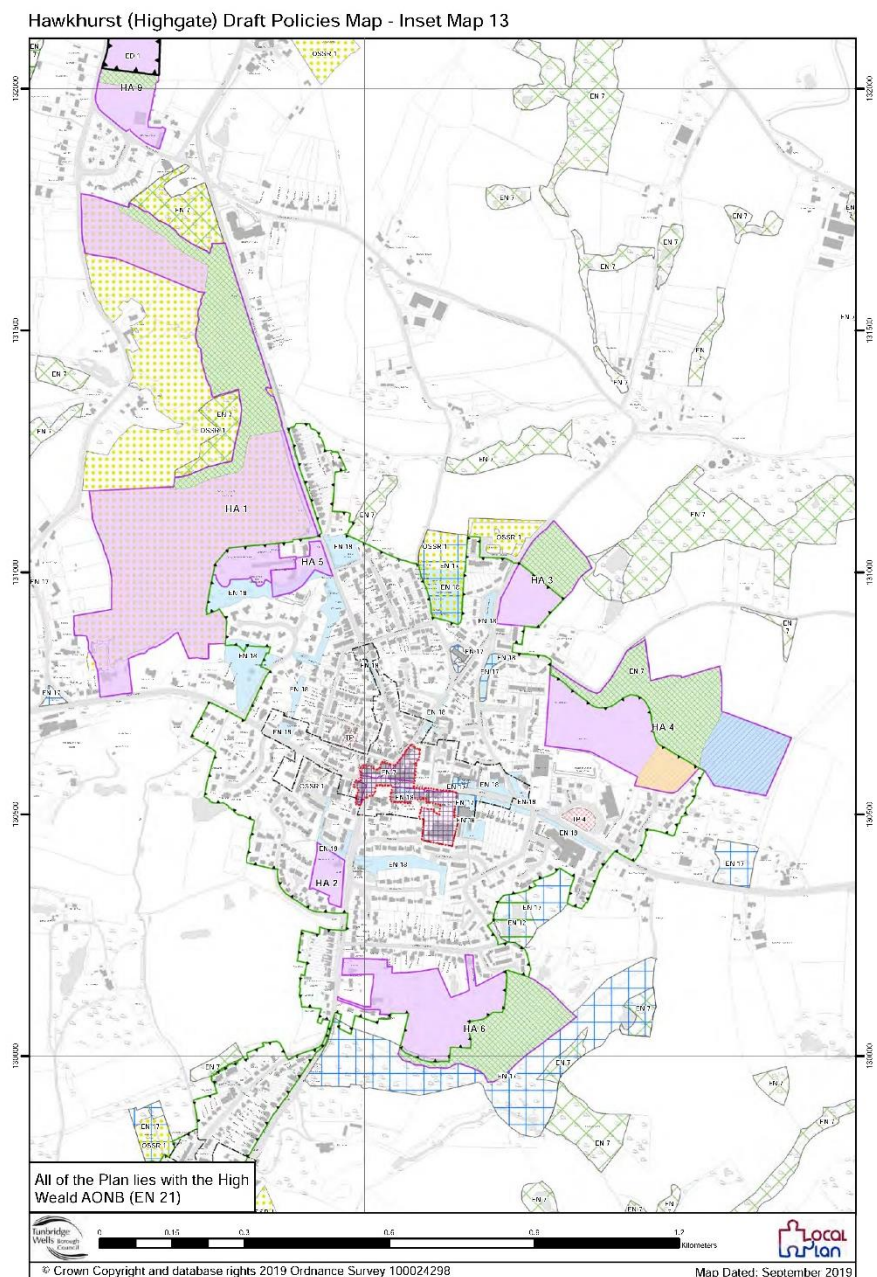
Policy STR/HA1 - Strategy for Hawkhurst Parish

Seven sites are proposed to be allocated for development, providing approximately 681-731 dwellings. The Limits to Built Development (LBD) around the main settlement area are to be amended accordingly.

The existing LBD at Gill's Green is to be removed and retained instead as a Key Employment Area, which will be safeguarded for future employment uses.

A key transport proposal is for a relief road to reduce traffic congestion around the A268 Rye Road/Cranbrook Road/Highgate Hill crossroads. All proposals will require an assessment of the impact on the crossroads at Highgate; as well as any impact on the Flimwell crossroads (junction of A21 and A268), and financial contributions may be required to mitigate any such impact. Proposals will also have to evidence that there is sufficient additional capacity at the crossroads to accommodate new development.

Other infrastructure provisions are for financial contributions towards the Bedgebury to Sissinghurst cycle path route; a new GP surgery; improvements to public car parking



provision to serve Hawkhurst Highgate; provision of a new community facility and improvements to recreational facilities.

Policy AL/HA1 – Land forming part of Hawkhurst Golf Course to the north of the High Street

This site is proposed to be allocated for 400-450 dwellings, a relief road (which must reduce traffic congestion at the crossroads) and the closure of the northern arm of the crossroads, and community centre, with public parking provision. The central part of the site is protected from development by a designated landscape/open space buffer.

The development will be informed by a masterplan which will include a detailed programme and timetable for the construction of the relief road. The policy requirements also include that there be high levels of permeability through the site and links to the surrounding area, the provision of cycle and pedestrian links to Gill's Green, to the commercial centre of Hawkhurst, provision of electric vehicle charging points and flood mitigation measures.

Financial contributions may also be sought towards improved bus services, road signage (particularly to divert HGVs away from Highgate Hill) and improvements to the public realm at the centre of Hawkhurst.

A planning application for up to 417 dwellings, a care home, facilities such as a doctors' surgery and/or community hall, public car park, public park, open space and recreation facilities, etc. is currently being considered by the Council. Similarly, another planning application for 24 homes in the very south eastern part of the site.

Policy AL/HA2 – Land at The White House, Highgate Hill

This site is proposed to be allocated for 15 dwellings, including conversion of The White House.

Since the Draft Local Plan first became public, the Council's Planning Committee has resolved to grant planning permission for the demolition of the existing dwelling and the construction of 43 retirement living apartments.

Policy AL/HA3 – Land to the east of Hearten oak

This site is proposed to be allocated for 28 dwellings. The site already has planning permission for 28 dwellings and if the development relating to it has been substantially completed by the publication of the Regulation 19 Pre-Submission Local Plan, then this policy will be deleted.

The northern part of the site is protected from development by a designated landscape buffer to be used as accessible public open space. The policy also requires the provision of passing places along Heartenoak Road.

Policy AL/HA4 – Land at Fowlers Park

This site is proposed to be allocated for mixed use consisting of approximately 100 dwellings, a medical or community facility and the safeguarding of land at its eastern end for future school expansion – it is likely that playing pitches would potentially be located to this part. The northern part of the site is protected from development by a designated landscape/open space buffer.

Sufficient public parking is to be provided for the medical/community use, as well as 15 additional car parking spaces for public use.

Policy AL/HA5 – Brook House, Cranbrook Road

This site is proposed to be allocated for 25 apartments, reflecting an existing planning permission. Should the development relating to it have been substantially completed by the publication of the Regulation 19 Pre-Submission Local Plan, then this policy will be deleted.

Policy AL/HA6 – Land off Copthall Avenue and Highgate Hill

This site is proposed to be allocated for 70-79 dwellings with vehicular access from Highgate Hill.

The southerly part of the site was subject to planning application 18/01063 for residential development (refused particularly due to design concerns related to the vehicular access onto Copthall Avenue). An appeal is expected to be lodged imminently against this refusal. The more northerly part of the site is subject to pending planning application 19/01253.

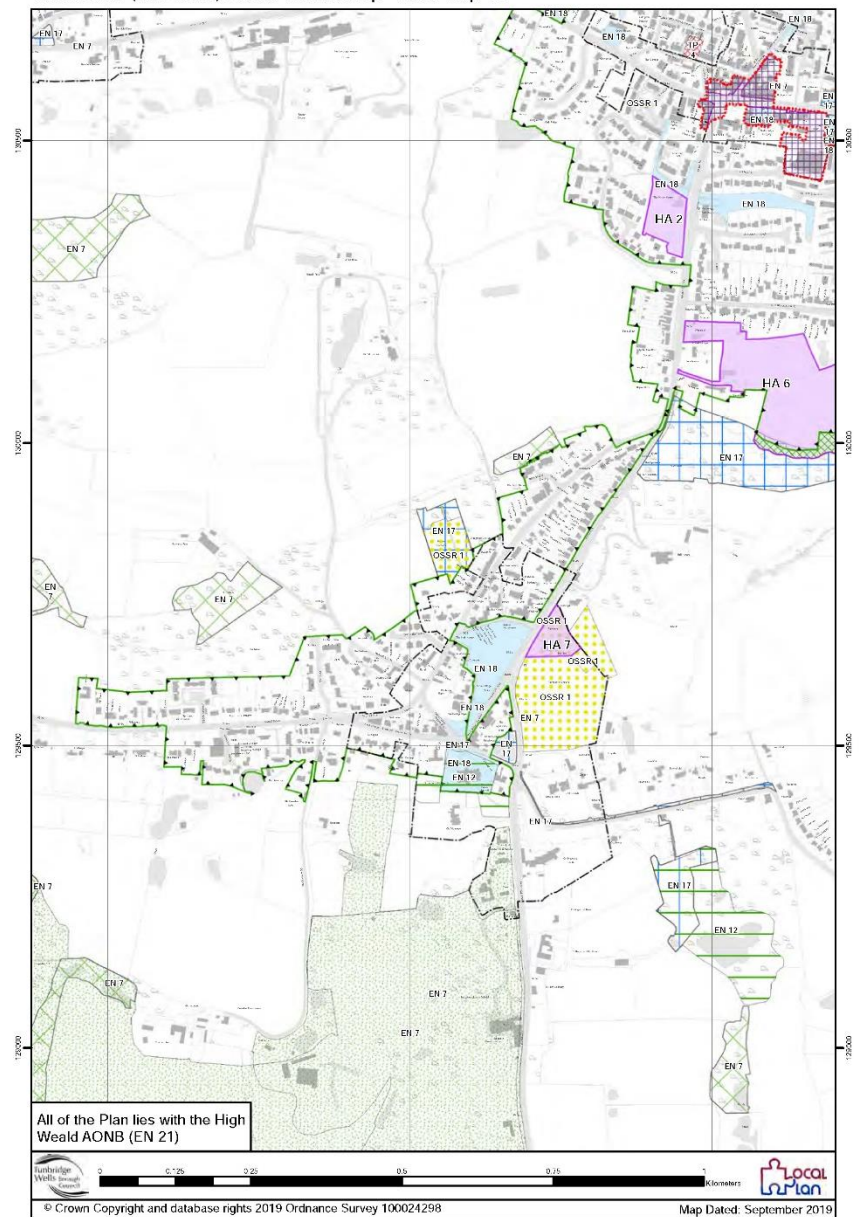
The policy is clear that it is expected that the site is developed as a single site, rather than separate southerly and northerly parts with different vehicular accesses.

A significant part of the site at its eastern end is protected from development by a designated landscape/open space buffer.

Policy AL/HA7 – Sports Pavilion, King George V Playing Fields, The Moor

This site is proposed to be allocated for development of a community facility to include a range of services and facilities, including accommodation for changing rooms, meeting rooms, main hall, storage buildings, car parking and a new outdoor playground.

Hawkhurst (The Moor) Draft Policies Map - Inset Map 14

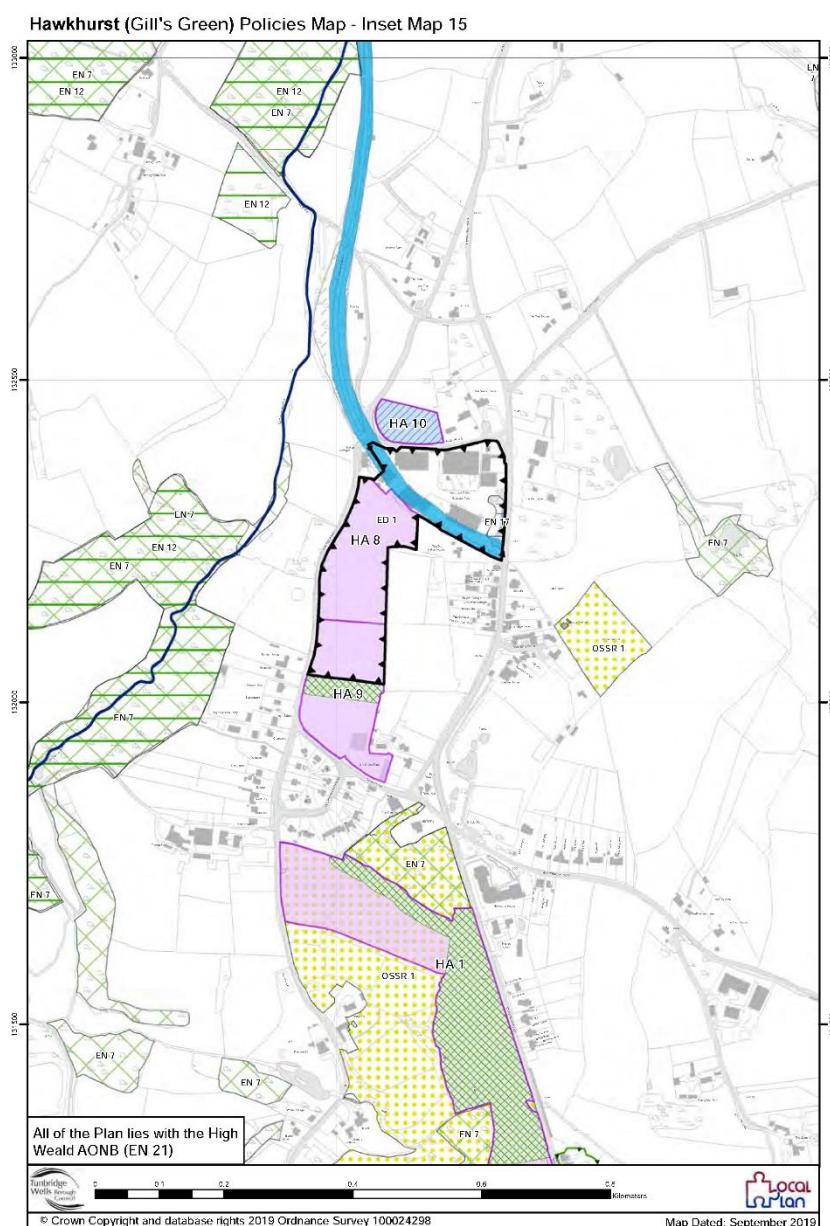


Policy AL/HA8 – Hawkhurst Station Business Park

This site is proposed to be allocated for employment/business uses with vehicular access from the existing employment site to the north and provision of cycle and pedestrian links to Hawkhurst via the Golf Course site.

Policy AL/HA9 – Land at SanTERS Yard, Gill's Green Farm

This site is proposed to be allocated for mixed use, comprising 38 dwellings in the southern part of the site (to be accessed from either Slip Mill Lane or Patchwork End) and employment/business uses in the northern part of the site (to be accessed as per Policy AL/HA8 above); both of which are to be separated by a central landscape/open space buffer. There should also be provision of cycle and pedestrian links to Hawkhurst via the Golf Course site.



Box 11: Policy AL/HA10 – Site at Limes Grove

This site is proposed to be safeguarded for employment/business uses and will be potentially released for development at the five year review of the Local Plan if monitoring indicates that other employment allocations have not come forward, or there is evidence that further employment provision is required in the eastern part of the borough.

Sandhurst

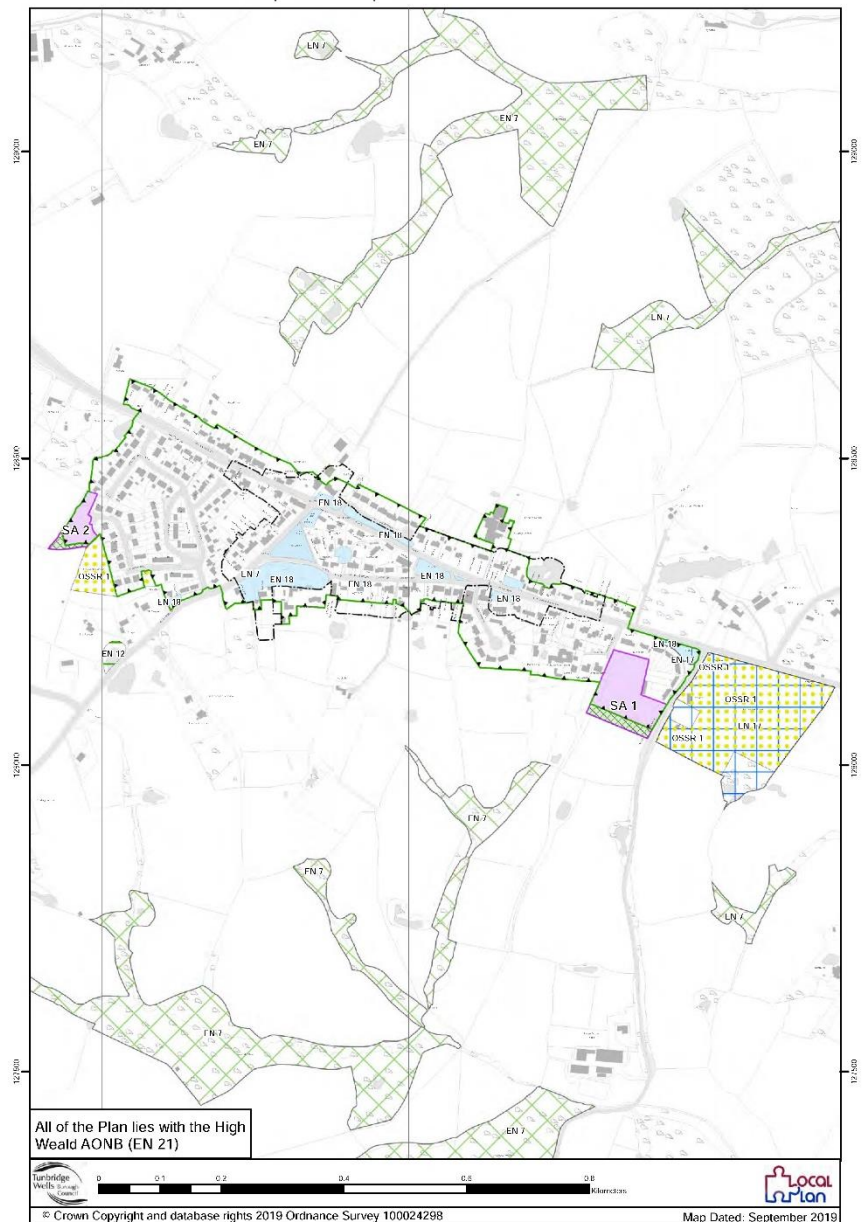
Policy STR/SA1 - Strategy for Sandhurst Parish

Two sites are proposed to be allocated for development, providing 20-27 dwellings. The Limits to Built Development (LBD) around the main settlement area are to be amended accordingly.

Key proposed infrastructure improvements include maintenance and enhancement of links to existing Public Rights of Way and the strategic cycle network, including safer pedestrian routes along Rye Road and Back Road.

Other infrastructure provisions include consideration of financial contributions towards speed reduction and traffic calming measures, a public car park to serve the primary school, improvements to bus services, including potential bus turning facilities, and improvements to recreational facilities.

Sandhurst Draft Policies Map - Inset Map 30



Policy AL/SA1 – Land on the south side of Sayville, Rye Road and west of Marsh Quarter Lane

This site is proposed to be allocated for 10 -15 dwellings. There is a landscape/open space buffer running along the southern boundary of the site which is protected from development.

A planning application has been submitted which includes the whole of the land identified in the policy as suitable for housing, plus further land to the south. This application is for 30 dwellings. The Council has advised the applicant that this will not be supported due to the harm caused to the landscape by the proposed housing further to the south, amongst other things.

Policy AL/SA2 – Land adjacent to Old Orchard and Stream Pit Lane

This site is proposed to be allocated for 10-12 dwellings. There is a landscape/open space buffer running along the southern boundary of the site which is protected from development.

The policy also specifies that the proposed layout of the scheme must not compromise access to the existing allotments adjacent to the site.

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



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

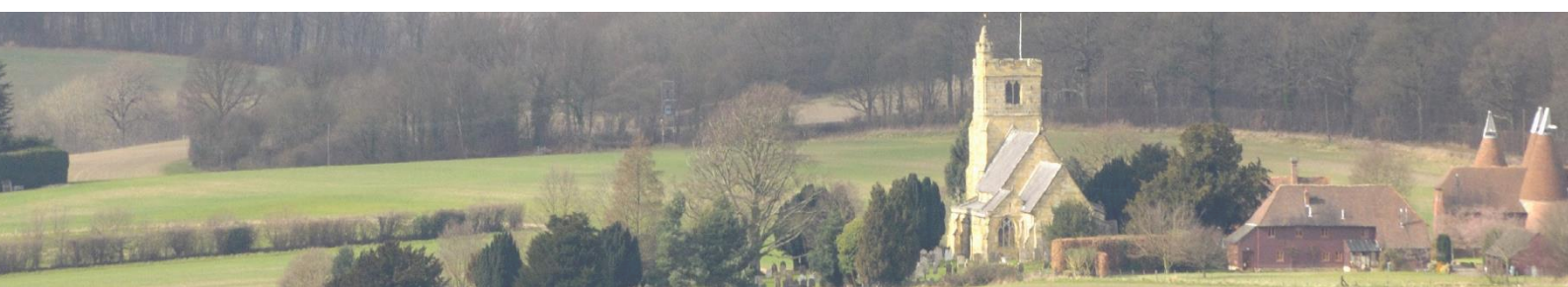
Environment & landscape, including:

- 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

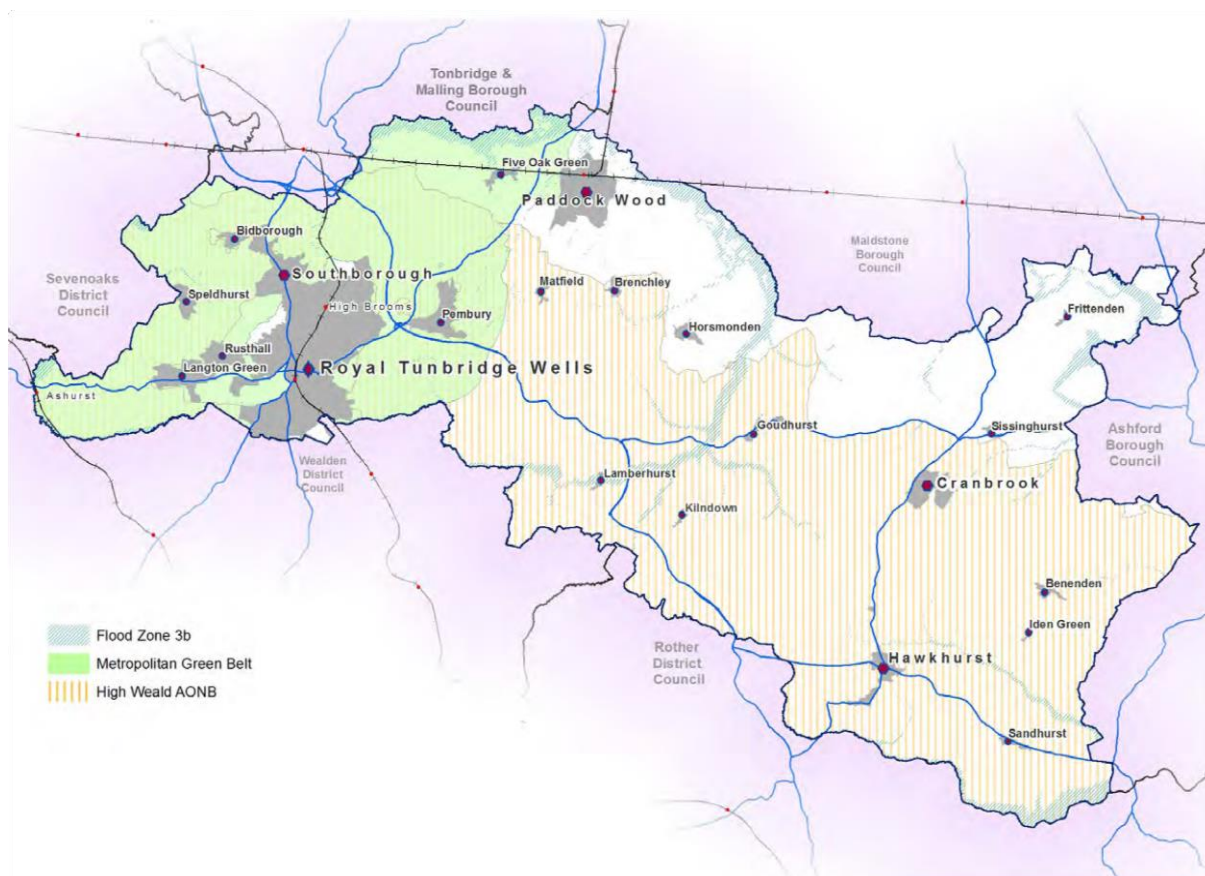
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

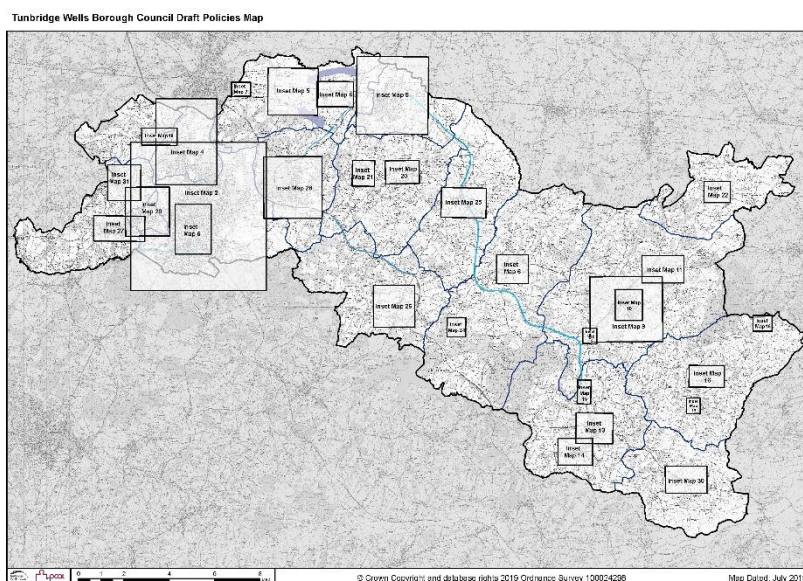
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

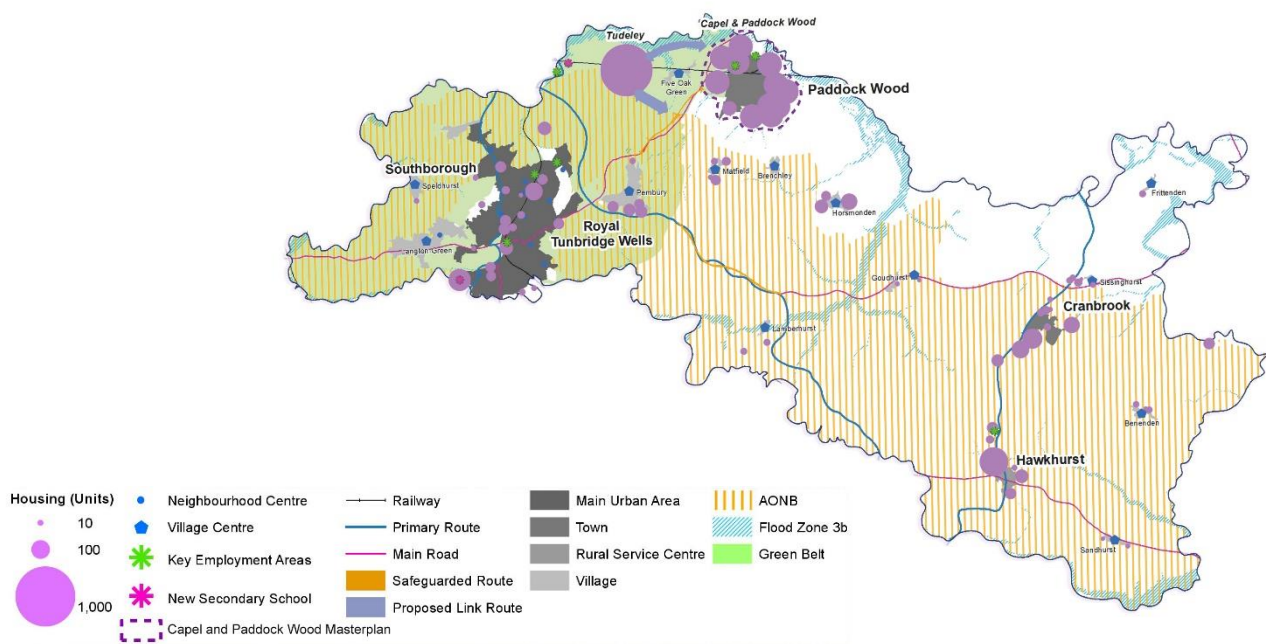
Further information about the evolution of the development strategy is set out in a

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)

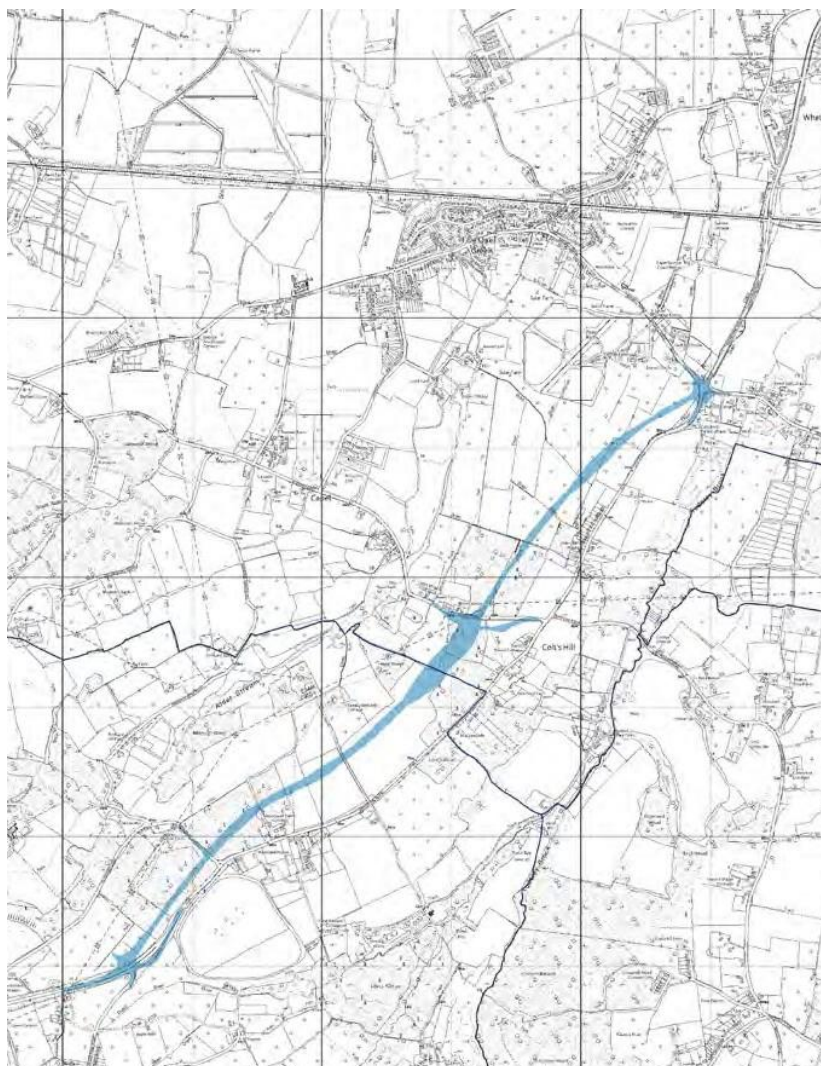
- Flood mitigation measures, particularly at Capel and Paddock Wood

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.



Policy STR/BM1 The Strategy for Brenchley and Matfield Parish

At Matfield four sites are proposed to be allocated for development, providing approximately 91 - 150 new dwellings in total.

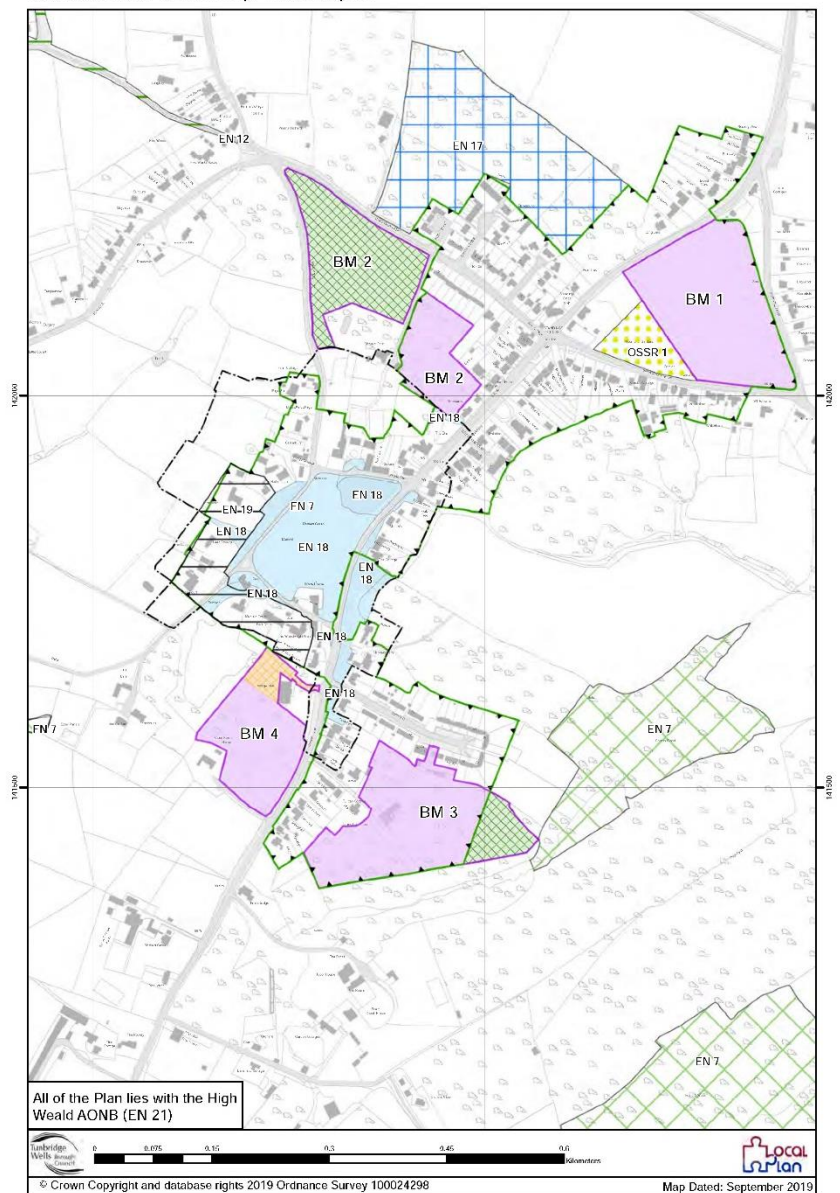
The 'Limits to Built Development' (LBD) around the main built-up area of Matfield are proposed to be amended accordingly.

A further (separate) LBD at Brenchley around existing development to the west of the settlement is proposed, with an open landscape gap to be retained between the two LBDs.

Infrastructure provision for Matfield and Brenchley would include contributions towards education, health, cultural, leisure/open space facilities, delivery of traffic calming measures at Matfield, as well as improvements to broadband connectivity, and the provision of information boards and installation of public art along the Hop Pickers Line.

See following sheets for further detail on the individual settlements.

Matfield Draft Policies Map - Inset Map 21



Matfield

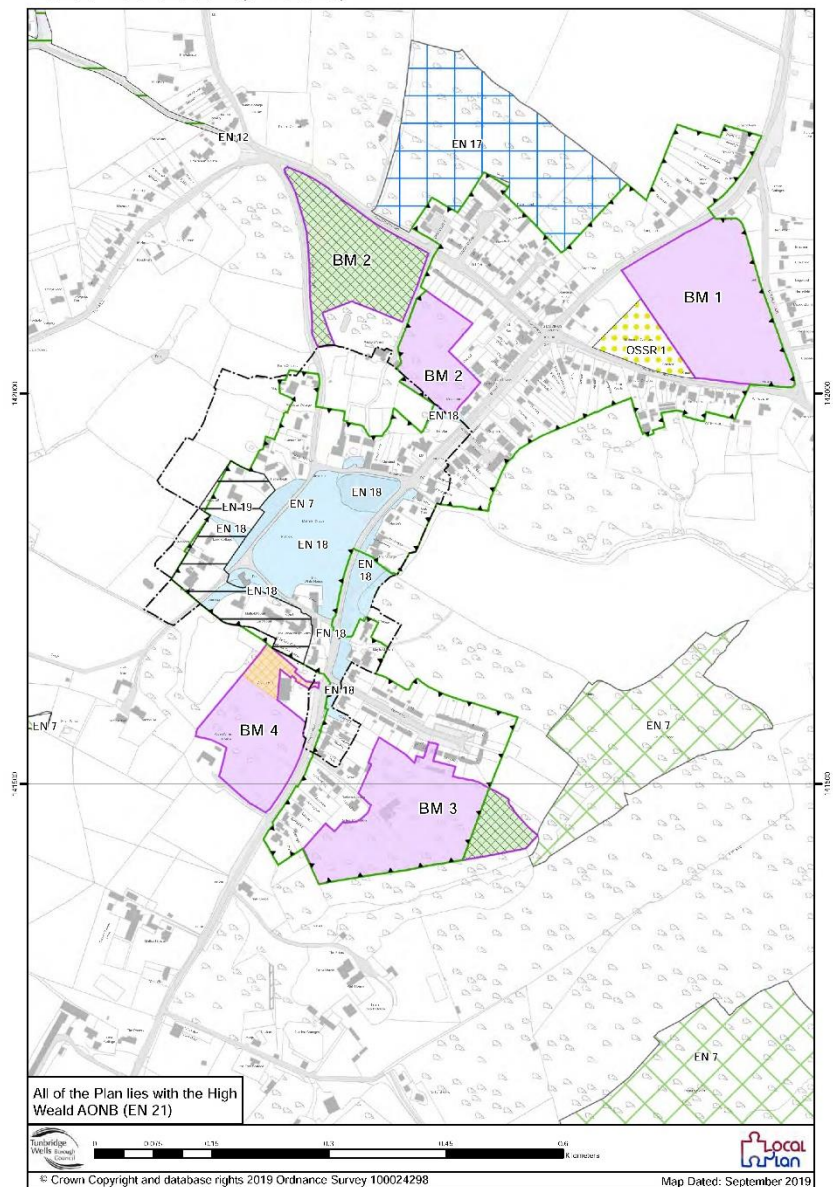
Policy AL/BM1 Land between Brenchley Road, Coppers Lane and Maidstone Road

This site is proposed to be allocated for approximately 30 - 45 dwellings, allotments and play space.

The policy requires a single point of vehicular access from Maidstone Road or Brenchley Road (not Coppers Lane). Pedestrian access would need to be provided from Maidstone Road and there would need to be provision of a pedestrian link through the site from Coppers Lane. Opportunities would need to be explored for providing approximately 12 parking spaces to serve existing dwellings located along Brenchley Road.

The Council is currently assessing a planning application that has been submitted, proposing up to 45 new dwellings on this site.

Matfield Draft Policies Map - Inset Map 21



Policy AL/BM2 Matfield House orchards and land, The Green

This site is proposed to be allocated for approximately 20 - 30 dwellings.

The policy requires a single point of vehicular access from Chestnut Lane and the provision of a pedestrian access from the site through to Maidstone Road.

Opportunities would need to be explored for providing approximately four parking spaces within the site for 'Marchants' to reduce on-street parking along Maidstone Road.

Policy AL/BM3 Ashes Plantation, Maidstone Road

This site is proposed to be allocated for approximately 30 - 60 dwellings and a fully equipped children's play space.

The policy requires provision of sufficient parking within the scheme to compensate for any loss of on-street parking along Oakfield Road and loss of garages resulting from the development proposals.

The policy requires the provision of a pedestrian access from Maidstone Road and the retention of an agricultural access between the farm buildings and agricultural land to the south.

Policy AL/BM4 Land at Maidstone Road

This site is proposed to be allocated for approximately 11 - 15 dwellings and additional car parking provision for the village hall.

It is expected that additional public car parking to serve the village hall would be sited in the northern area of the site as shown hatched on the proposed allocation plan, with the dwellings located on the southern area of the site.

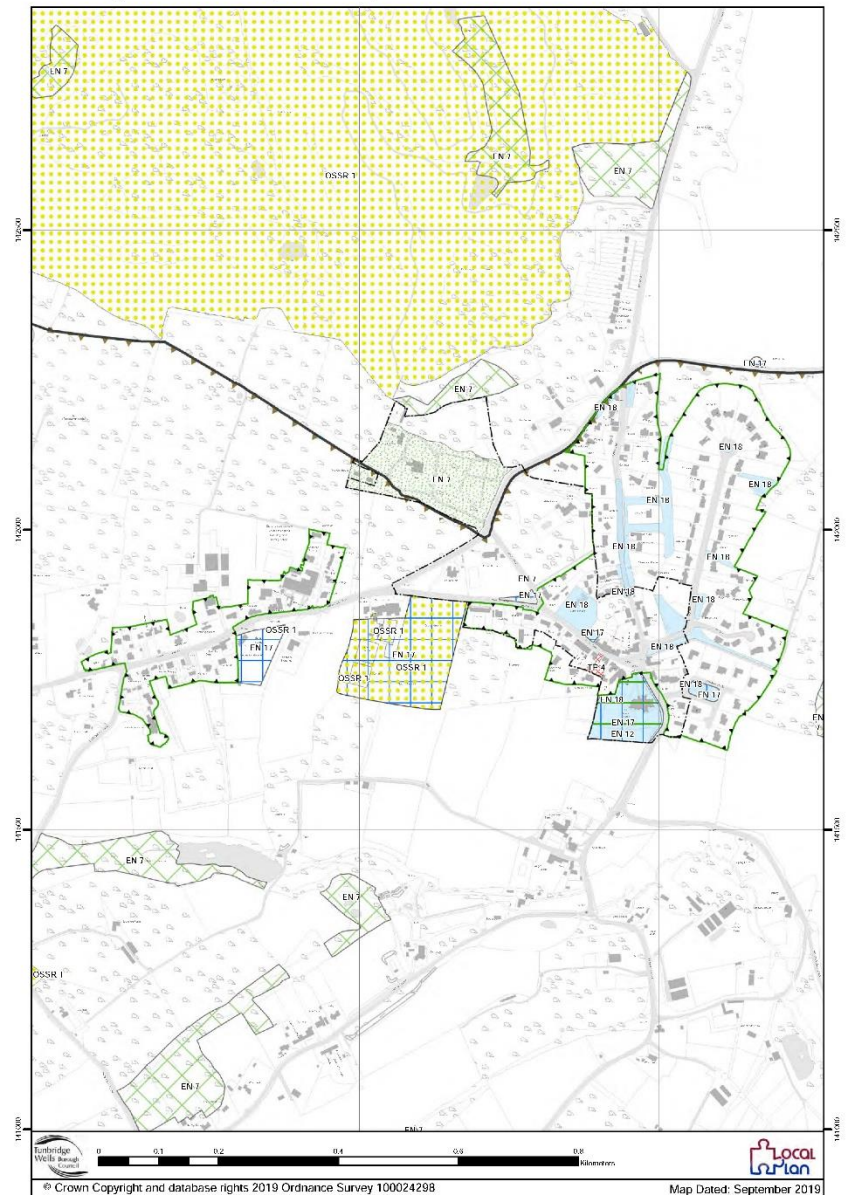
The policy requires vehicular and pedestrian access for the residential units from Maidstone Road. Trees and hedges should be retained along the frontage with Maidstone Road, except for that part of the hedge required to be removed for the provision of visibility splays associated with the provision of the access into the site from Maidstone Road.

Brenchley

There are no proposed site allocations at Brenchley in the Draft Local Plan, although additional housing may be delivered through redevelopment of appropriate sites.

An LBD at Brenchley around existing development to the west of the settlement is proposed, with an open landscape gap to be retained between the LBDs of Matfield and Brenchley.

Brenchley Draft Policies Map - Inset Map 20



Horsmonden Parish

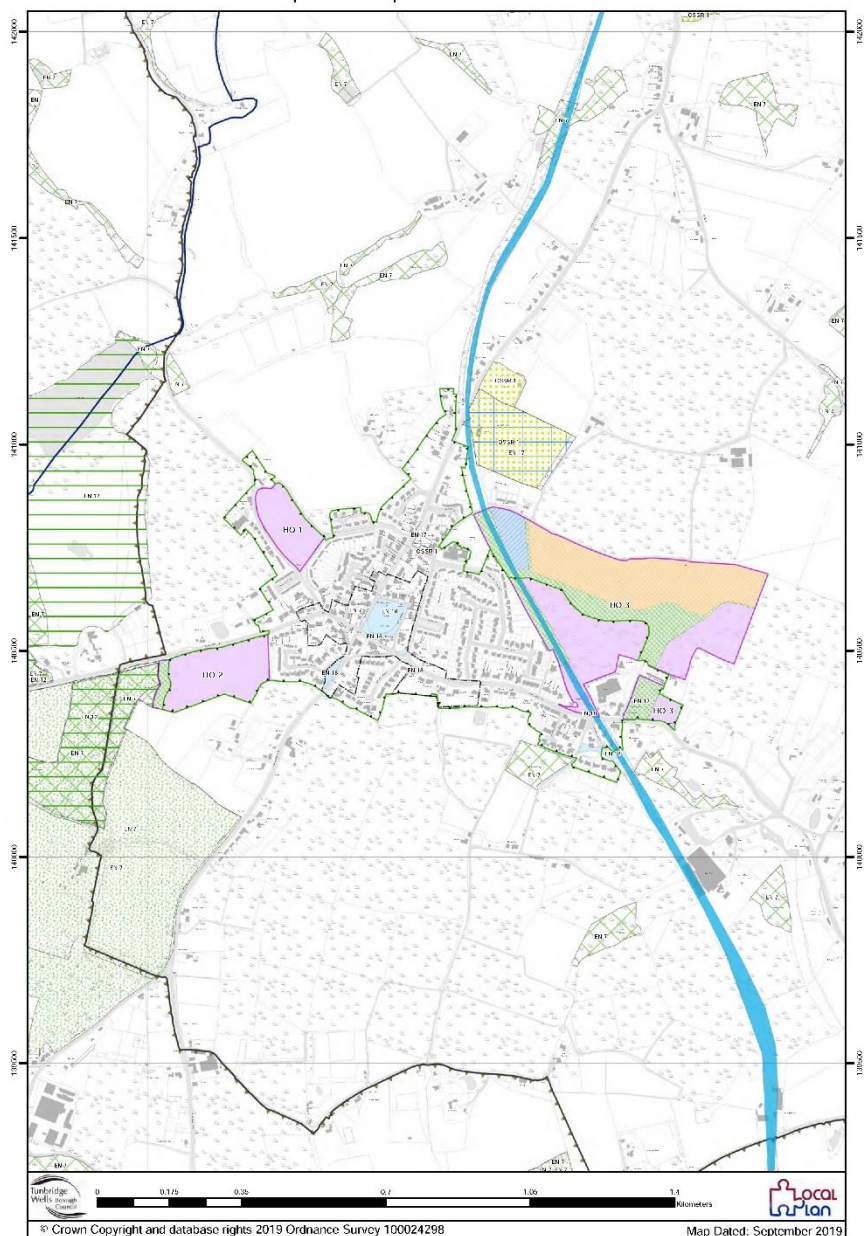
Horsmonden Neighbourhood Development Plan (NDP)

Horsmonden Neighbourhood Plan Group is producing a Neighbourhood Development Plan. The Council has been liaising and working with the Neighbourhood Plan Group on the emerging Neighbourhood Development Plan. This has included arranging and attending workshops, and reviewing content of the draft Neighbourhood Development Plan when/where requested.

The Council will continue to work with the Neighbourhood Plan Group in the coming months.

Policy STR 9: Neighbourhood Plans, and the supporting text to this, is on pages 59-60 of the Draft Local Plan.

Horsmonden Draft Policies Map - Inset Map 25



Policy STR/HO1 The Strategy for Horsmonden Parish

At Horsmonden three sites are proposed to be allocated for development, providing approximately 225 - 305 new dwellings in total.

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

Infrastructure provision would include contributions towards education, health, cultural, leisure/open space facilities, the provision of information boards and installation of public art along the Hop Pickers Line and a feasibility study to investigate the potential for creating pedestrian and cycle routes between the settlements within Horsmonden Parish, building upon existing footways and Public Rights of Way.

Policy AL/HO1 Land adjacent to Furnace Lane and Gibbet Lane

This site is proposed to be allocated for approximately 45 – 55 dwellings.

The policy requires the provision of a pedestrian link from the site to link up with the existing footway network and consideration of the feasibility of a pedestrian crossing on the Maidstone Road and, if feasible, to provide the crossing.

The policy also requires retention of hedgerows, except where required for vehicular access/visibility splays.

The Council is currently considering a planning application that has been submitted for this site, proposing 49 dwellings.

Policy AL/HO2 Land south of Brenchley Road and west of Fromandez Drive

This site is proposed to be allocated for approximately 80 -100 dwellings.

The policy requires the provision of a pedestrian access from the site to link with the wider footway network to include consideration of opportunities for pedestrian access only from the site via Fromandez Drive.

The policy requires that opportunities be explored for providing additional public parking within the site in the circumstances that a pedestrian link via Fromandez Drive is achieved. Opportunities would also be explored for providing a replacement village hall and associated parking within the site.

A buffer to the Ancient Woodland on the western part of the site should be provided, as well reinforcement of the southern landscape boundary with any built development expected to be set back from it.

The policy also refers to the provision of suitable employment floorspace, the requirement for which will be further refined for the final version of the Local Plan.

Policy AL/HO3 Land to the east of Horsmonden

This site is proposed to be allocated for approximately 100 -150 dwellings, safeguarding of land for the future expansion of Horsmonden Primary School and a new health centre/doctors surgery.

The policy requires the provision of pedestrian links into the village centre, including improvements to the footway located on the north side of Goudhurst Road.

It is expected that there would be no built development on the route of the Hop Pickers' Line unless it can be demonstrated that the route can be maintained/protected.

It is proposed that the eastern part of the site be developed at a lower density than the rest of the site (as informed by a landscape assessment). In general, a substantial area of the site allocation would remain as open space, to include landscape buffers and community uses, as indicated on the draft allocation policy plan.

Any proposed scheme would need to take account of, and respect, the setting of New Bassetts cottages.

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



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

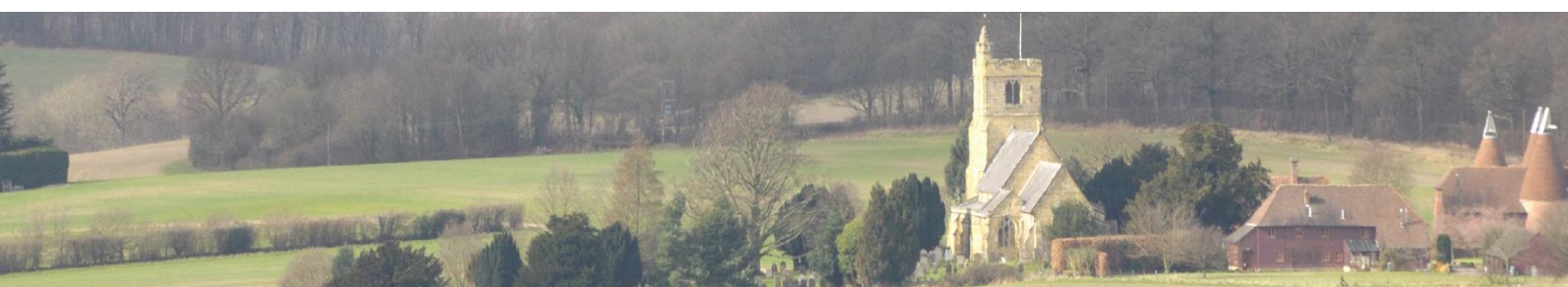
Environment & landscape, including:

- 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

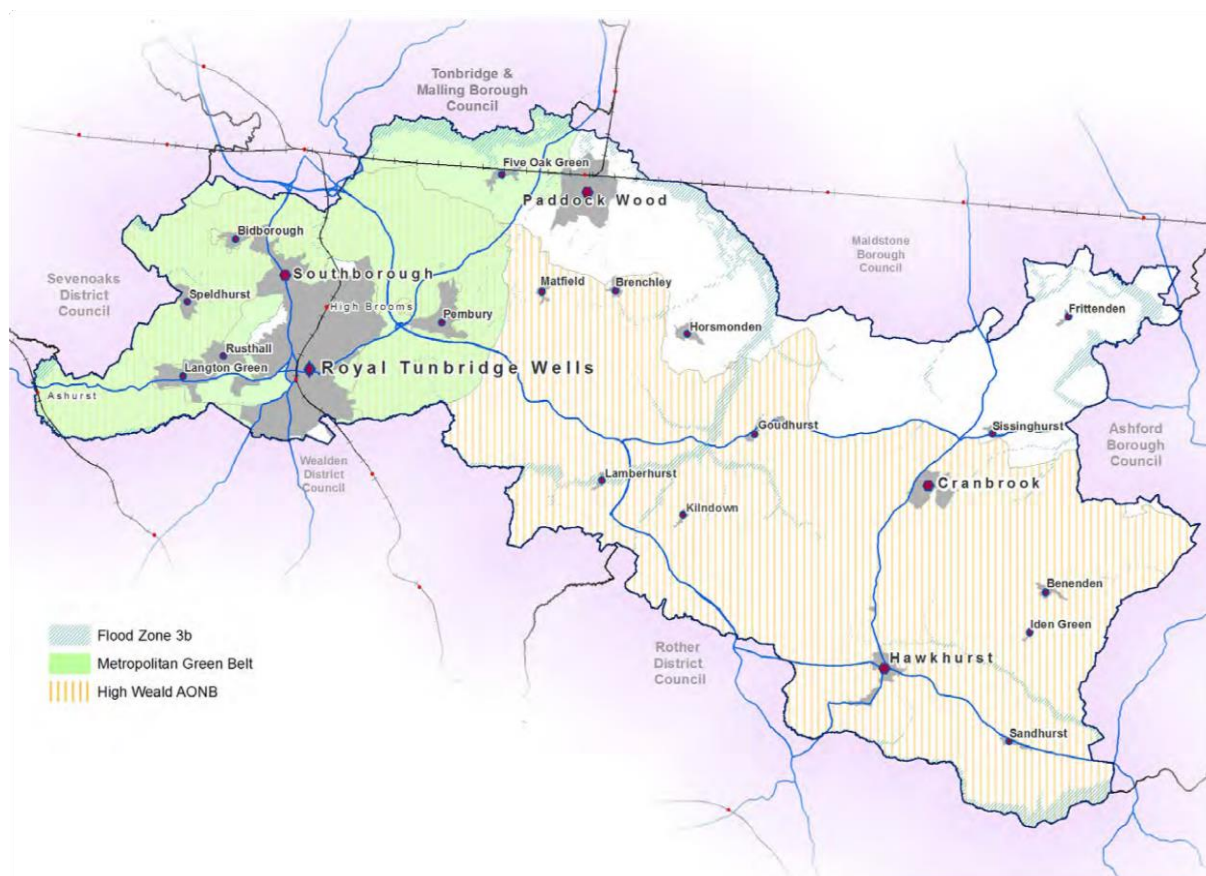
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

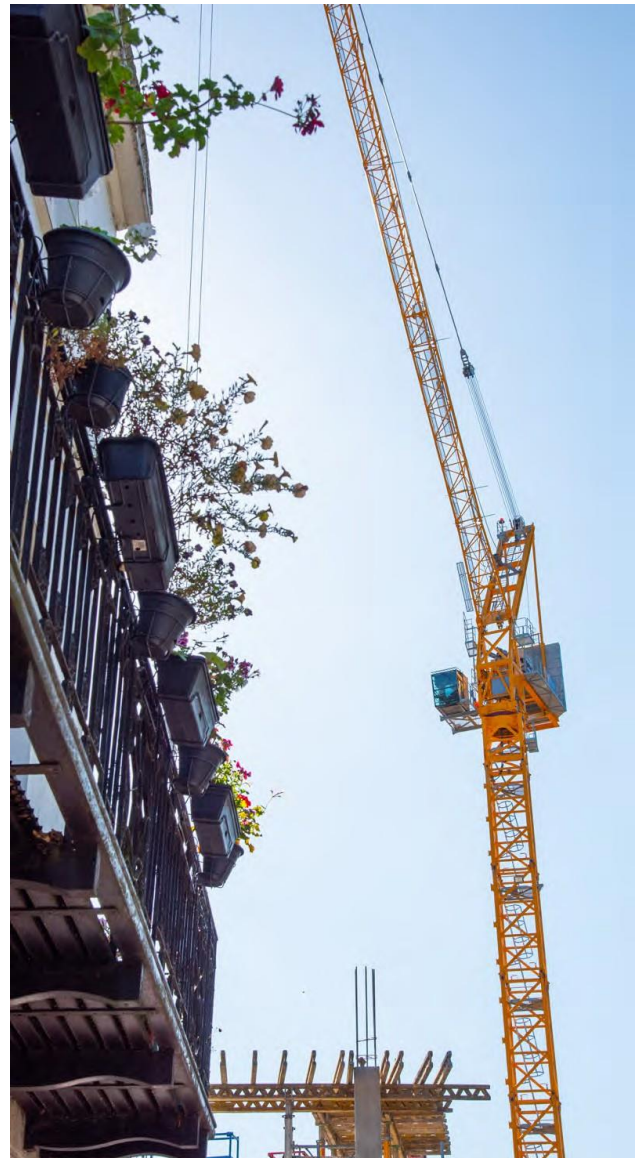
Urban brownfield and undesignated land

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.

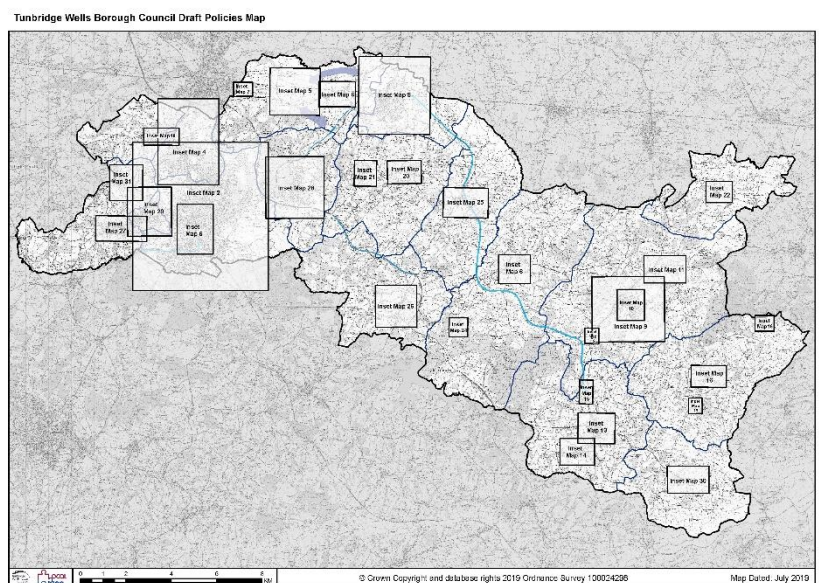
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

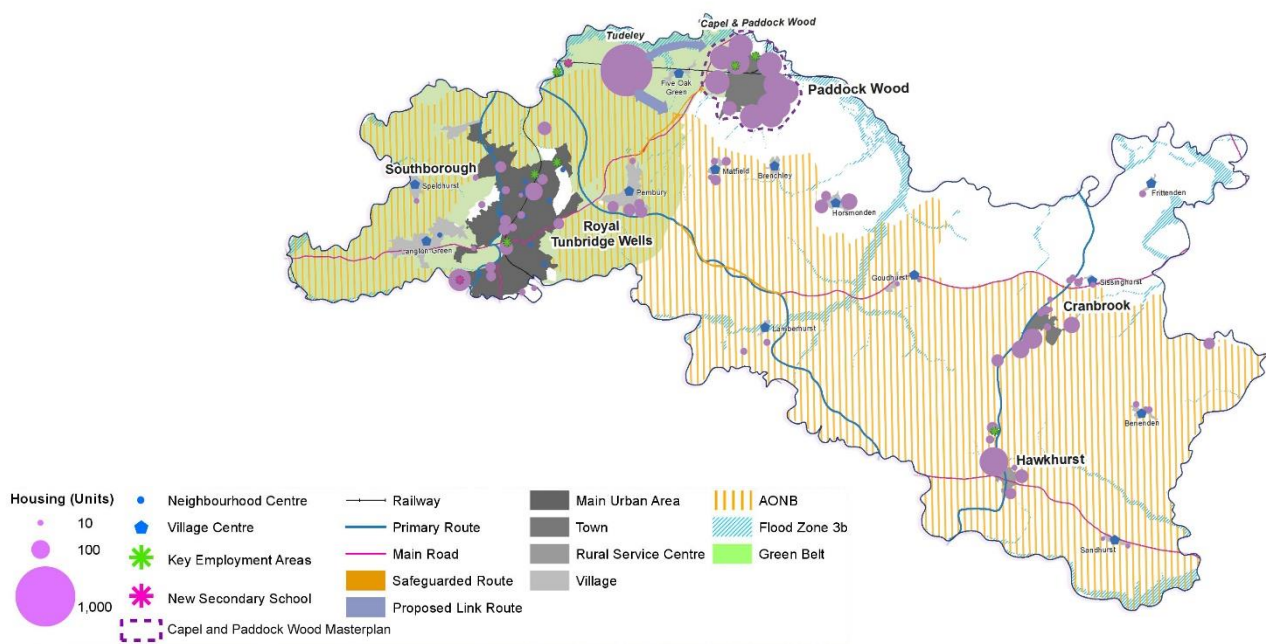
Further information about the evolution of the development strategy is set out in a

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)

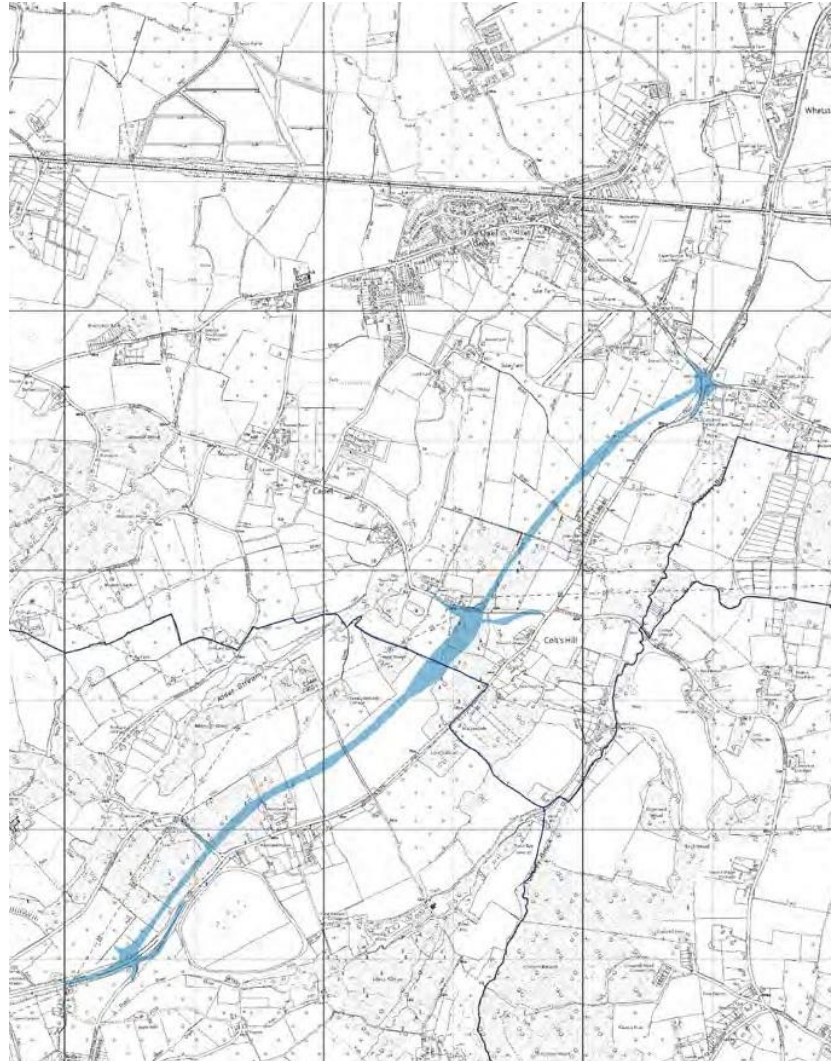
- Flood mitigation measures, particularly at Capel and Paddock Wood

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

Land at Capel and Paddock Wood, and Tudeley

Tudeley

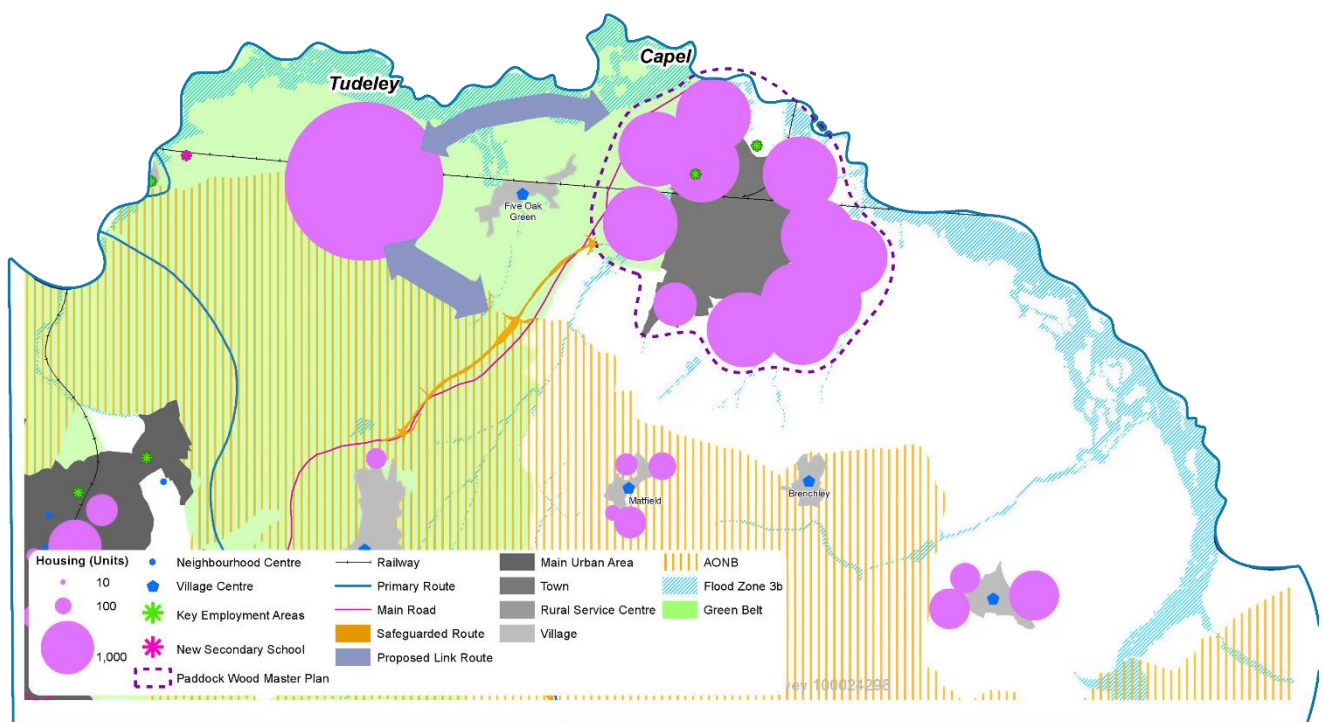
As well as the 4,000 new homes for Capel and Paddock Wood (see opposite) the Draft Local Plan proposes a garden village at Tudeley of up to 2,800 homes, to include employment and other facilities. It is anticipated that 1,900 of these homes will be built before 2036.

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

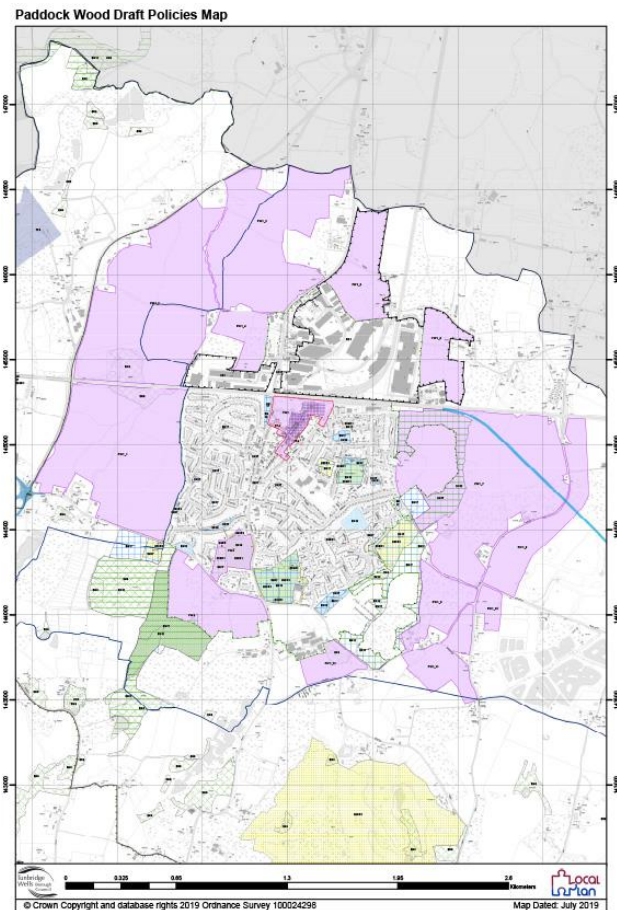
- proposals for the town centre are to be developed on a masterplanned approach, with additional retail, restaurant, office and leisure development;
- residential development would be permitted above ground floor (this will contribute to the 4,000 new homes)
- no net loss of car parking would be permitted,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

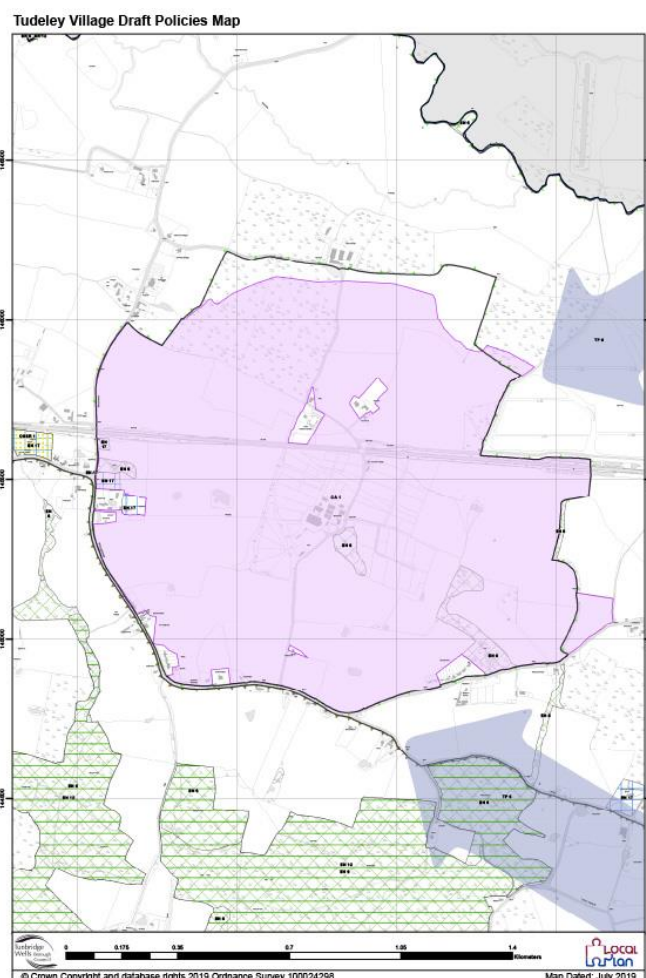
- Through the masterplanning process, this site is allocated for a community hub, subject to compliance with planning requirements involving the reduction in the area of playing fields



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

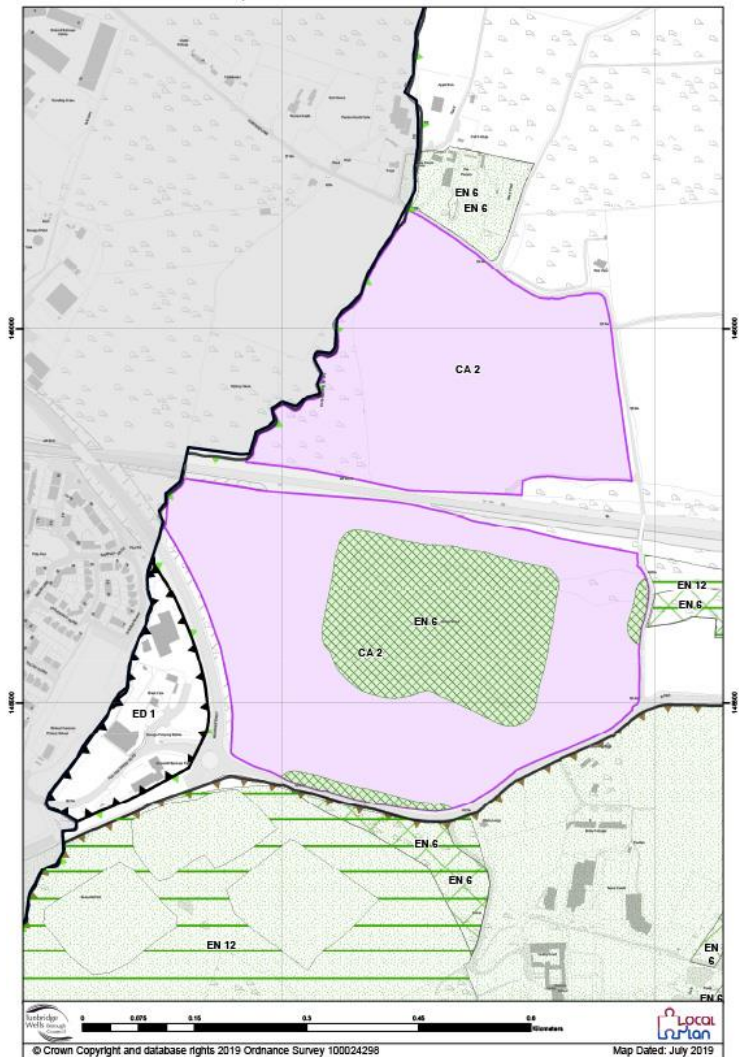
- this allocation is for the garden settlement referred to above in STR/CA1
- this would be developed using a masterplanned approach, with the layout of the masterplan to respect the setting of the near-by important heritage assets, the topography of the landscape etc.
- two new primary schools would 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

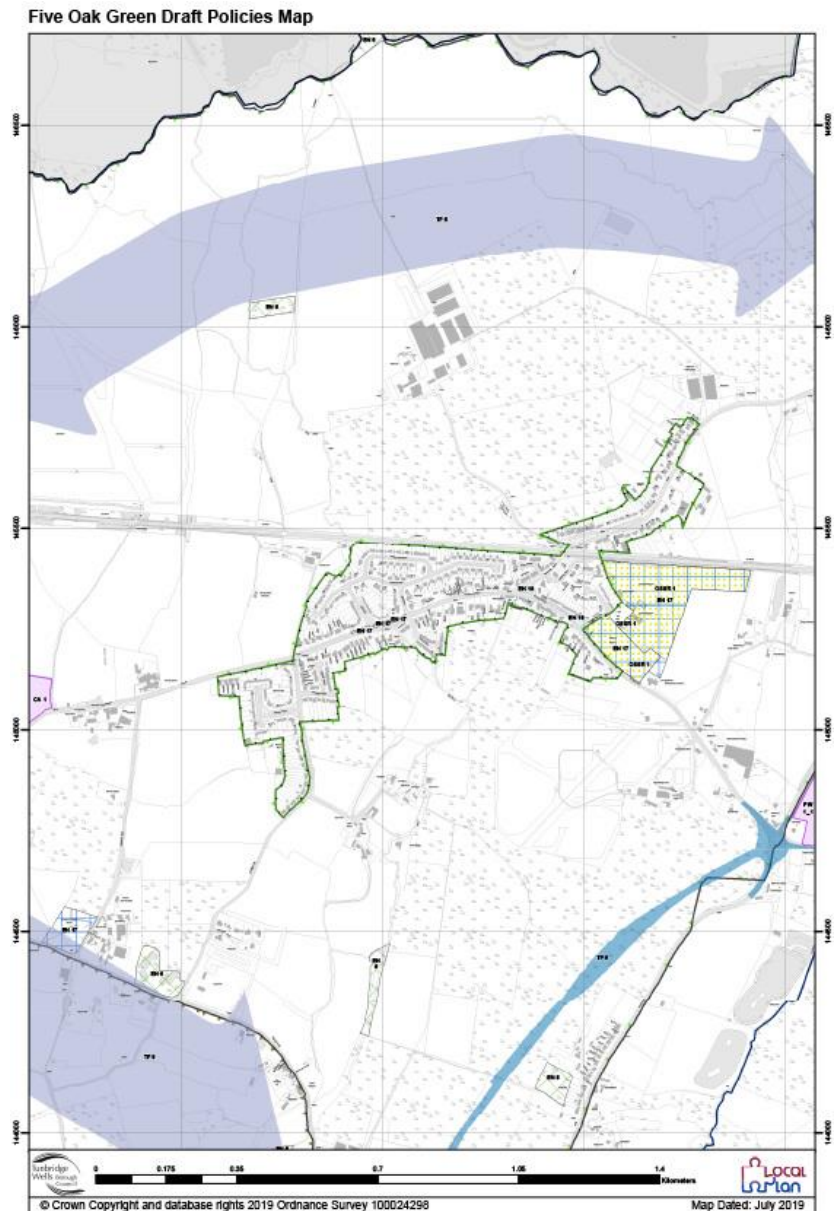
AL/CA2: Land to the east of Tonbridge/west of site for Tudeley Village

- 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

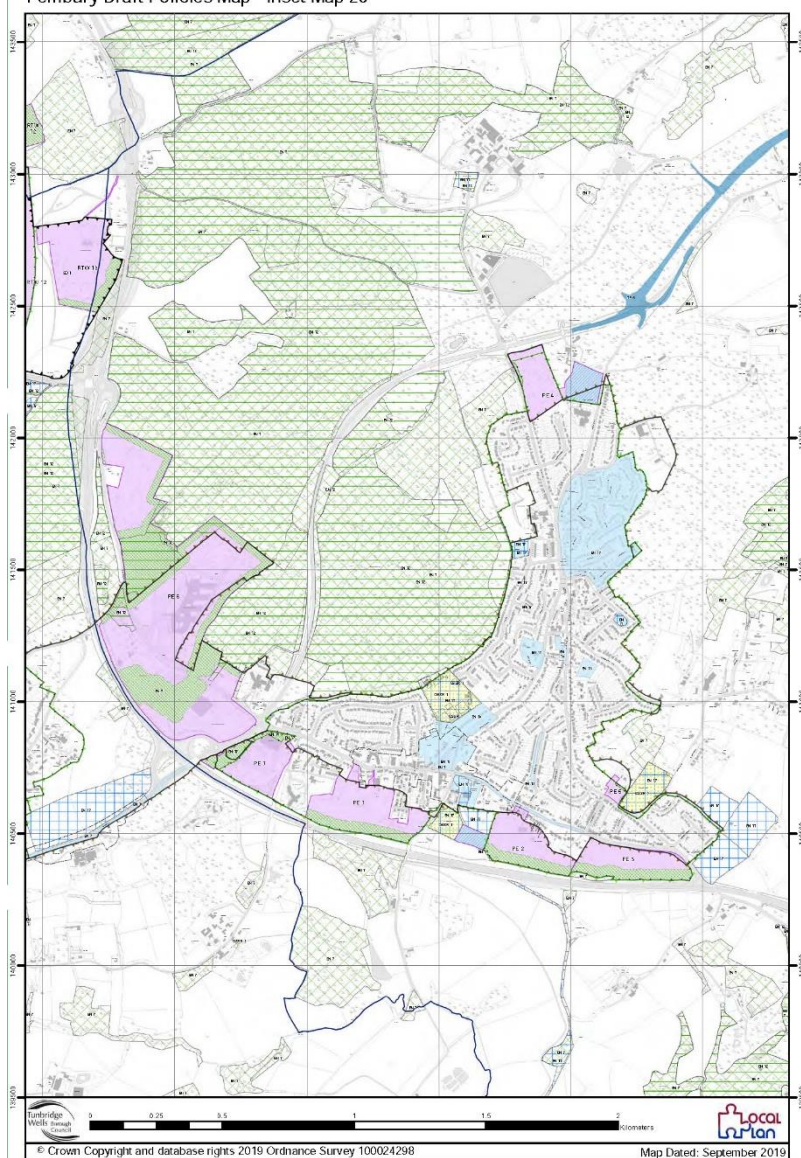
Five sites are proposed to be allocated for development, providing some 300 new dwellings in total. The 'Limits to Built Development' around the main built-up area are proposed to be amended accordingly.

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**

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



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

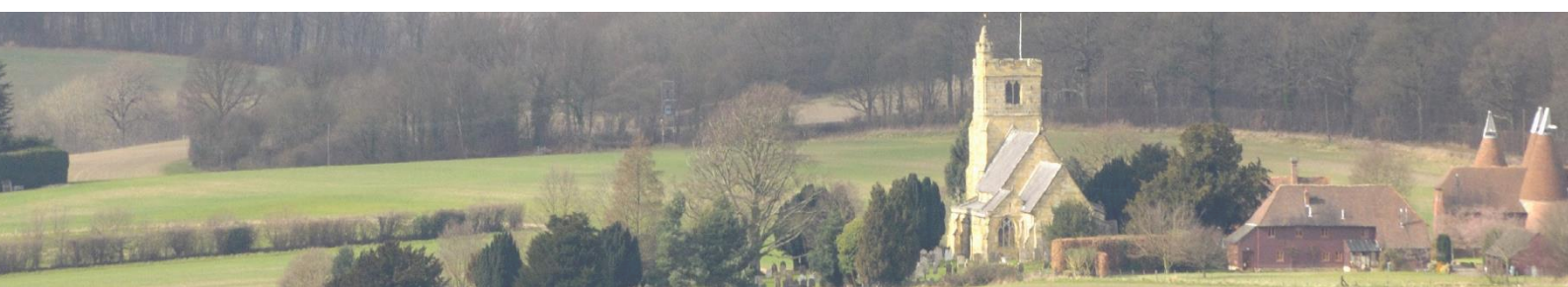
Environment & landscape, including:

- 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

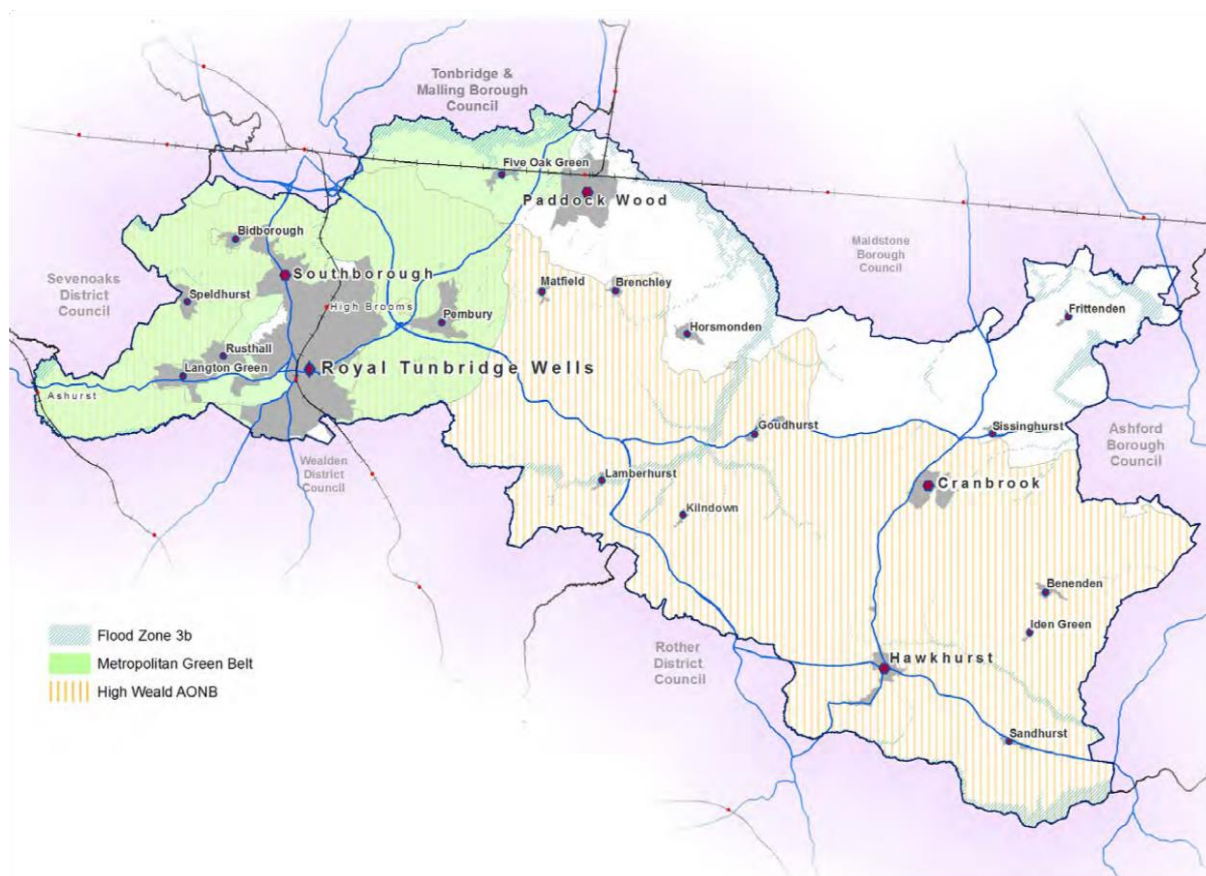
As well as aiming to meet development needs, national planning policy also attaches importance to environmental designations, including Green Belts and Areas of Outstanding Natural Beauty (AONBs).

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.

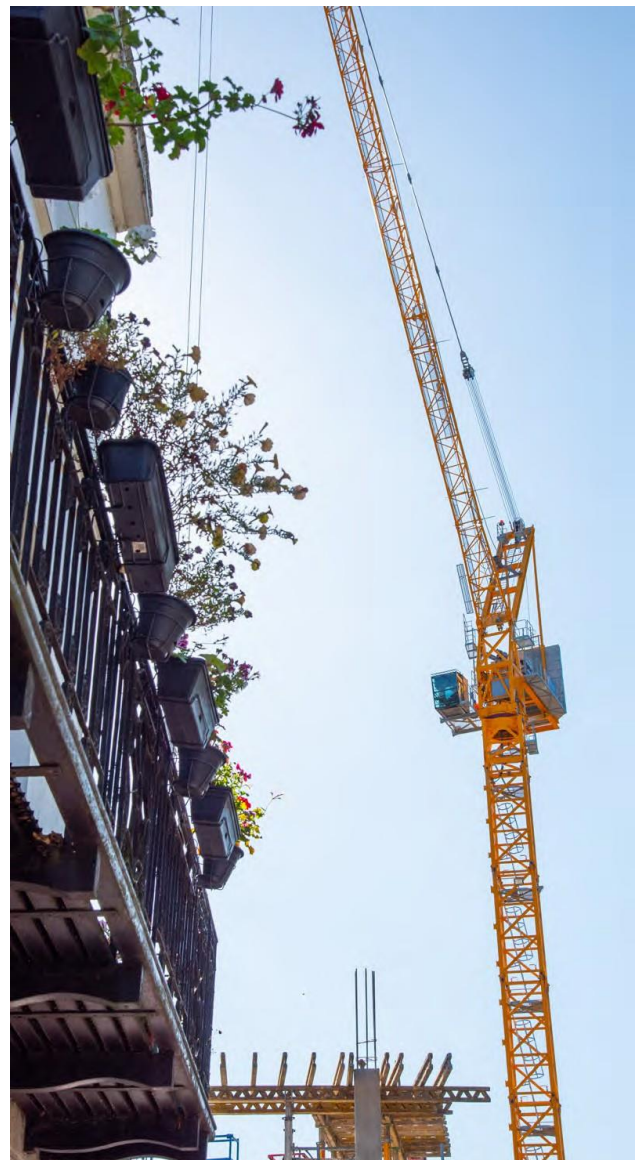
Urban brownfield and undesignated land

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.

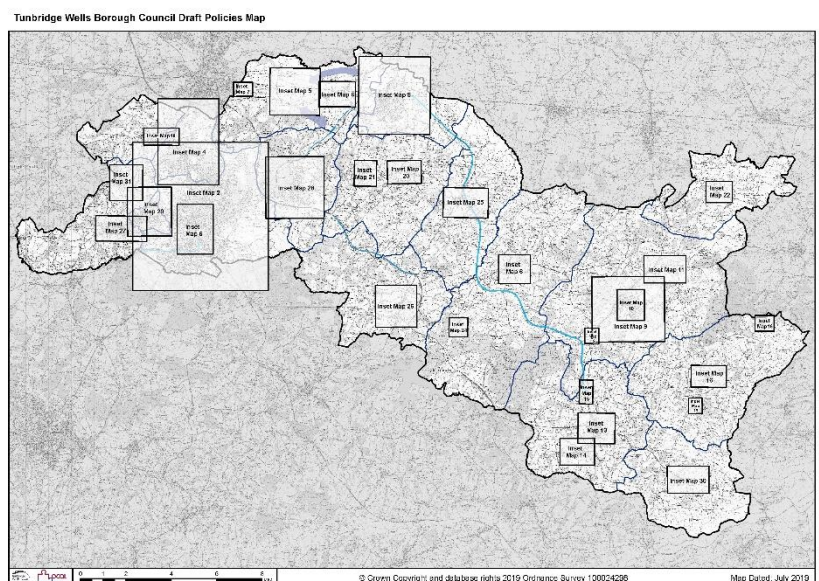
This is 9% more than the Government's minimum requirement of some 13,560 dwellings, which provides flexibility for any delays and/or the non- delivery of a proportion of the identified sites.

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.

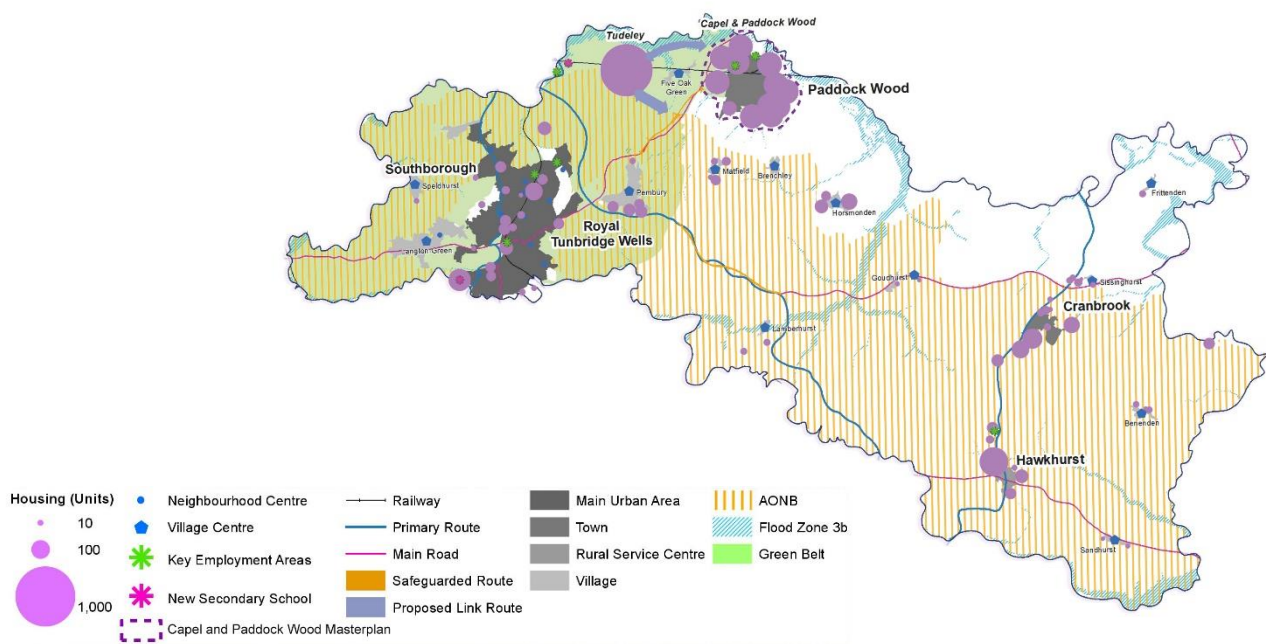
Further information about the evolution of the development strategy is set out in a

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:

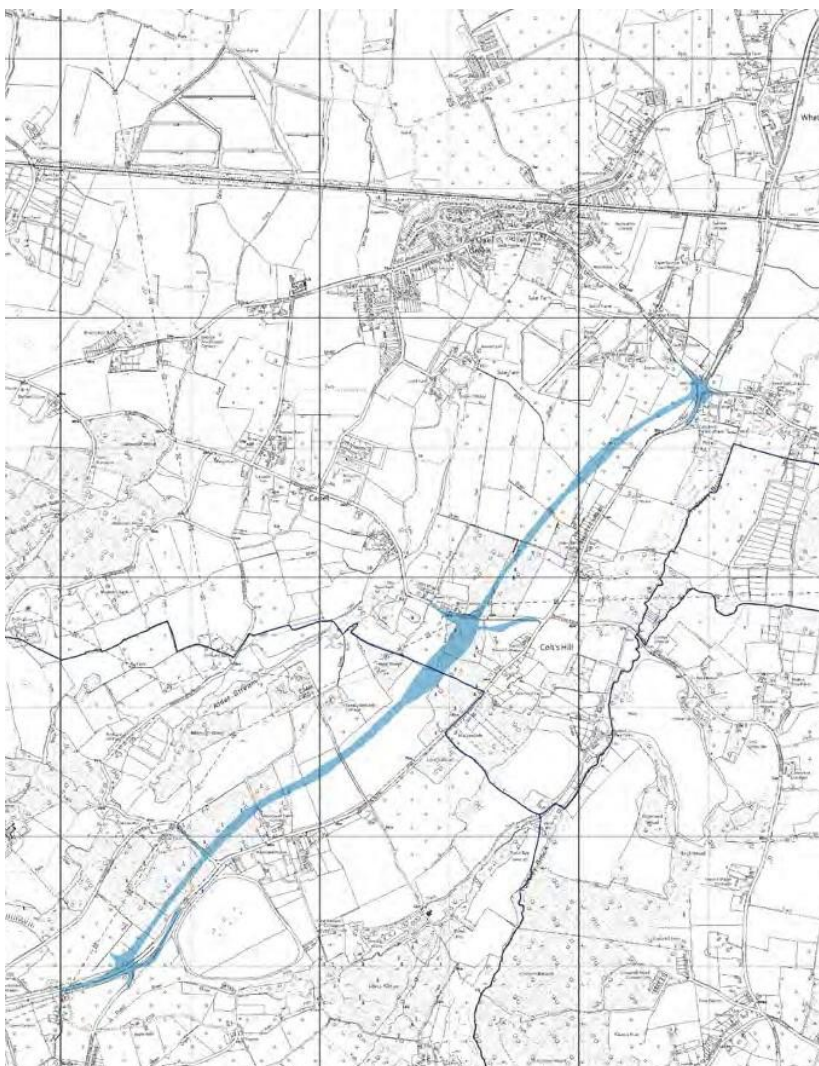
- Two new secondary schools (between Tonbridge and Tudeley, and at Spratsbrook, south of Royal Tunbridge Wells);
- A new road to run parallel to the A228 (the Colts Hill bypass)

- 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.



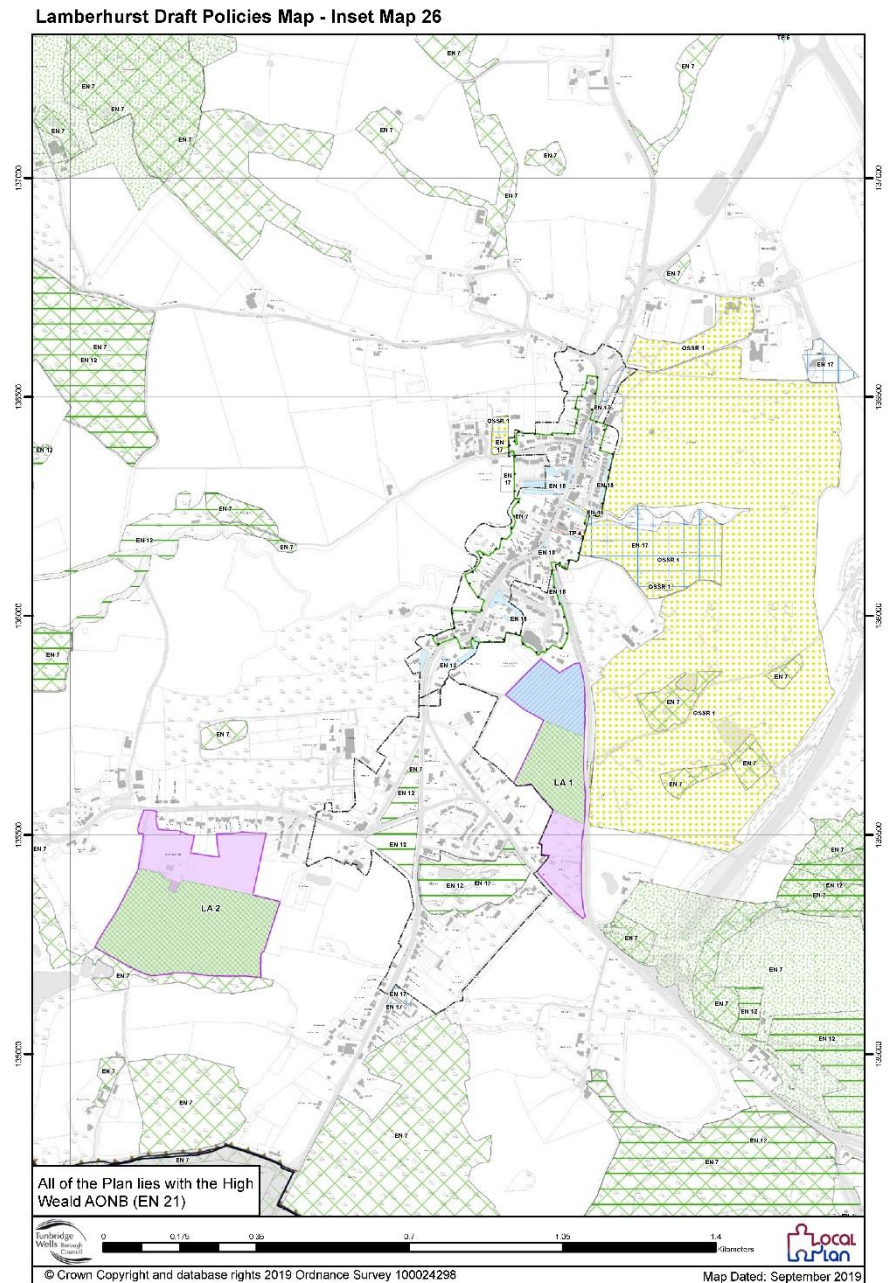
Lamberhurst Parish

Lamberhurst Neighbourhood Development Plan

Lamberhurst is producing a Neighbourhood Development Plan. The Council has been liaising and working with the Neighbourhood Plan Group on the emerging Neighbourhood Development Plan. This has included arranging and attending workshops, and reviewing content of the draft Neighbourhood Development Plan when/where requested.

The Council will continue to work with the Neighbourhood Plan Group in the coming months.

Policy STR 9: Neighbourhood Plans, and the supporting text to this, is on pages 59-60 of the Draft Local Plan.



Policy STR/LA1 – Strategy for Lamberhurst Parish

Two sites are proposed to be allocated for development, providing approximately 50-60 new dwellings.

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

The Broadway car park will also be retained in accordance with the Public Car Park Development Management Policy (TP4).

Policy AL/LA1 – Land to the west of Spray Hill

This site is proposed to be allocated for approximately 25-30 dwellings and the safeguarding of land for the future expansion of Lamberhurst Primary School. The central area of the site allocation is to also be retained as a

landscape buffer to prevent coalescence between the main settlement of Lamberhurst and The Down. Residential development is to therefore only be located on the southern part of the site.

Policy AL/LA2 – Misty Meadow, Furnace Lane

This site is proposed to be allocated for approximately 25-30 dwellings with the land to the south as indicated on the draft Policies Map to be retained as a landscape buffer that is to be used for agricultural purposes. Development will therefore only take place on the northern part of the site.

It is expected that there will be a single point of access from Furnace Lane, using the existing track leading into the western edge of the site.

Consideration will also be given as to whether there is a requirement for additional traffic calming measures along Furnace Lane. The Public Right of Way (WT383) to the west of the site is expected to be protected and enhanced.

Goudhurst Parish including Kilndown, Iden Green and Curtisden Green

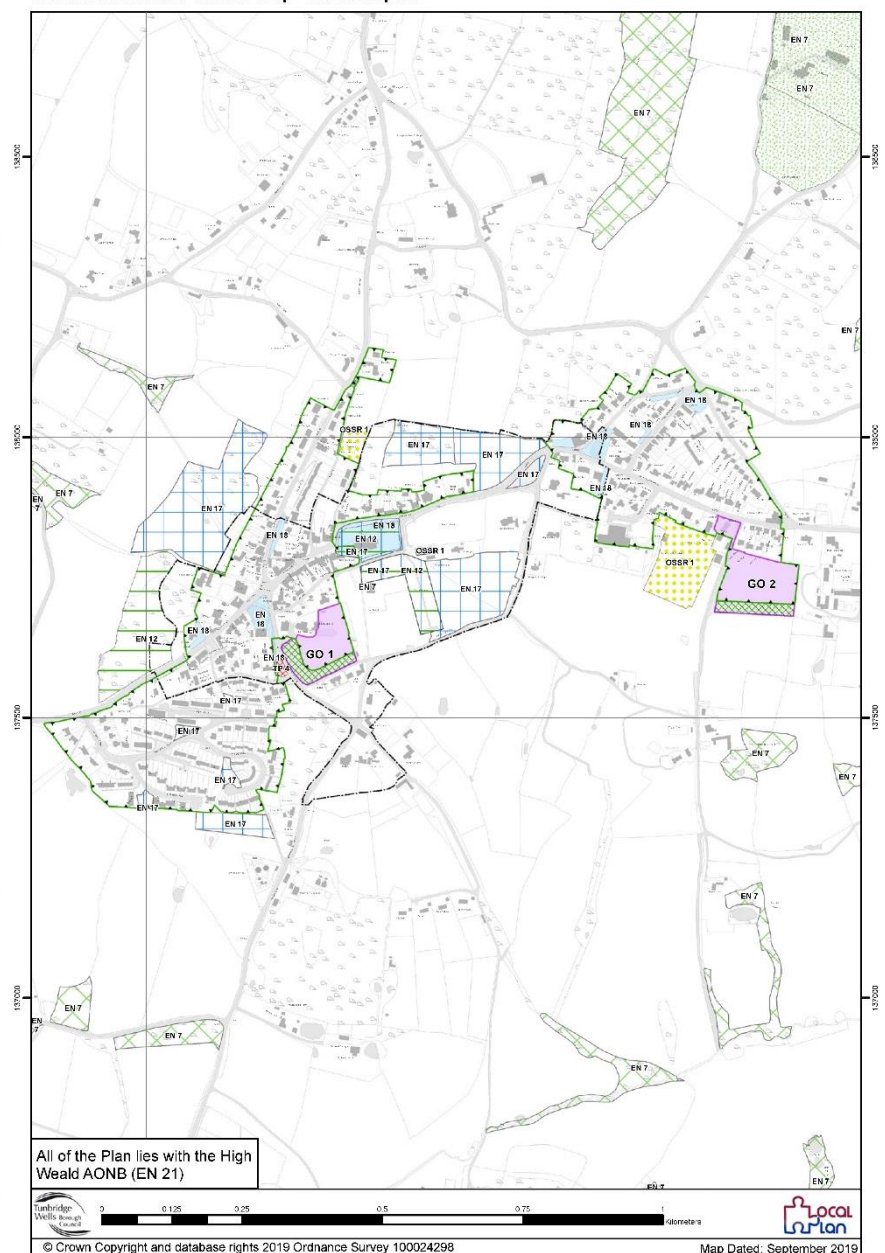
Goudhurst Neighbourhood Development Plan

Goudhurst is producing a Neighbourhood Development Plan. The Council has been liaising and working with the Neighbourhood Plan Group on the emerging Neighbourhood Development Plan. This has included arranging and attending workshops, and reviewing content of the draft Neighbourhood Development Plan when/where requested.

The Council will continue to work with the Neighbourhood Plan Group in the coming months.

Policy STR 9:
Neighbourhood Plans, and
the supporting text to this,
is on pages 59-60 of the
Draft Local Plan.

Goudhurst Draft Policies Map - Inset Map 23



Policy STR/GO1 – Strategy for Goudhurst Parish

Two sites are proposed to be allocated for development, providing approximately 21-26 new dwellings, of which 11 (net additional) already have planning permission.

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

The Balcombes Hill car park will also be retained in accordance with the Public Car Park Development Management Policy (TP4).

Provision will also be made for community facilities including a Scout Hut and the expansion of the village hall, as well as allotments, amenity/natural green space, parks and recreation grounds, children's play space and youth play space.

No proposed site allocations are proposed at Kilndown, Goudhurst, although additional housing may be delivered through redevelopment of appropriate sites.

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

Goudhurst

Policy AL/GO1 – Land east of Balcombes Hill and adjacent to Tiddymotts Lane

This site is proposed to be allocated for approximately 10-15 dwellings and is currently subject to a planning application (19/00280) for 14 dwellings. It is expected that there will be provision of a single point of access from Balcombes Hill that utilises the existing access located to the north of the site.

It is expected that opportunities will be explored for delivering additional public parking for the village on this site.

Policy AL/GO2 – Land at Triggs Farm, Cranbrook Road

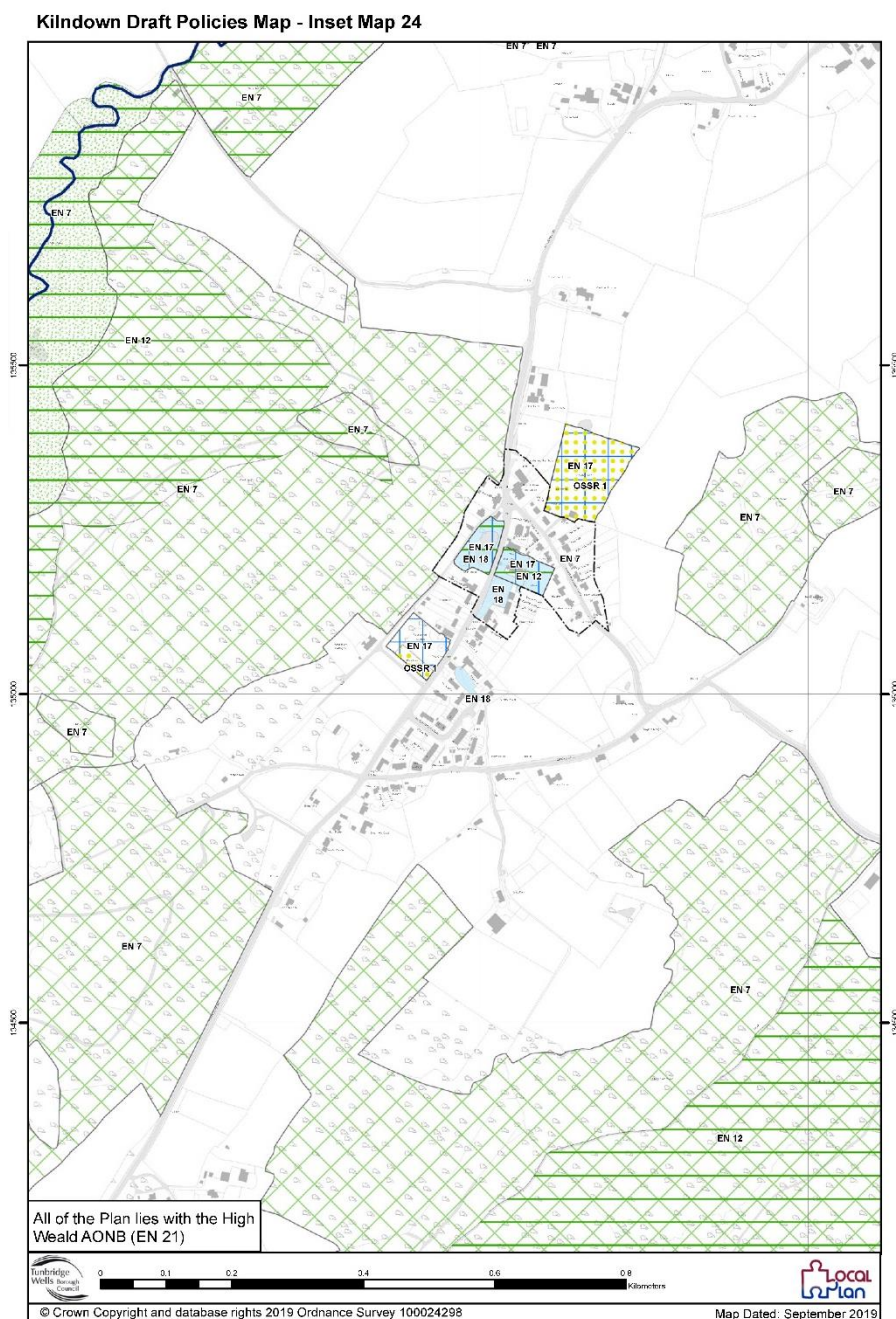
This site is proposed to be allocated for approximately 12 (11 net additional) dwellings, in accordance with an existing planning consent on this site, with a single point of access from Cranbrook Road.

Kilndown, Iden Green and Curtisden Green

No proposed site allocations are proposed at Kilndown, Iden Green or Curtisden Green, although additional housing may be delivered through redevelopment of appropriate sites.

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

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:
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