

## APPENDIX 1

# Tonbridge & Malling Borough Council



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## Foreword

The Borough of Tonbridge and Malling is a diverse and characterful place. It includes areas of recent development and growth together with historic environments. Its geography is varied and the physical characteristics have and will continue to reflect patterns of land use and activity. It is a place where traditional and modern businesses thrive, where established and new communities have flourished but where pressures on community facilities, transport infrastructure and the environment are challenging.

The Borough Council, working with a wide range of partners, have embraced the benefit of strategic planning over decades. That has been beneficial in shaping development and properly addressing needs for homes, jobs and supporting facilities in a planned way. Moving forward the continuation of that approach is ever more challenging, but in providing a sustainable and planned approach to our borough and providing for local needs this Plan takes on that challenge.

This Local Plan relates closely to the borough and communities it will serve. It reflects national planning policy and shapes that locally, based on what is seen locally as the most important planning issues taking account of locally derived evidence. It is designed as a plan that is responsible in facing up to difficult choices and one which is based upon fostering care in the way we plan for this and future generations of Tonbridge and Malling. It provides a sound basis on which to judge planning applications, achieve investment and provide confidence about future development and future preservation where both are appropriate.

Locally based decisions about where and how development takes place are best framed locally – that is a key purpose of this plan.



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# Tonbridge & Malling Borough Local Plan

## 1. Introduction

### 1.1. What is the Local Plan?

- 1.1.1. The Local Plan is a development plan document that sets out a vision and a framework for the future development of Tonbridge & Malling borough up to 2031.
- 1.1.2. The Local Plan represents the starting point for decision-taking on planning applications. It includes a suite of policies including borough-wide strategic policies, allocations and local standards. The purpose of these policies is to manage and facilitate sustainable development.
- 1.1.3. The Government's [National Planning Policy Framework](#) (NPPF) provides the high-level context for preparing Local Plans. This is supplemented by the Government's [Planning Practice Guidance](#) which sets out how to implement the policies in the NPPF. These have shaped the focus and content of this Local Plan.
- 1.1.4. The Council has a current suite of development plan documents in place (see list below). When this Local Plan is adopted, it will supersede these documents as the development plan for Tonbridge & Malling borough. These existing plans can be accessed from the Council's website: [www.tmbc.gov.uk/developmentplan](http://www.tmbc.gov.uk/developmentplan).
  - Core Strategy (September 2007)
  - Development Land Allocations (April 2008)
  - Tonbridge Central Area Action Plan (April 2008)
  - Managing Development & the Environment (April 2010)
  - Saved Policies (April 2010)

- 1.1.5. As highlighted above, the purpose of the Development Plan is to facilitate and manage sustainable development. There are three dimensions to sustainable development: economic; social; and environmental. The policies in the Local Plan seek opportunities to make a positive contribution to these dimensions. In essence, the **presumption in favour of sustainable development** lies at the heart of the Local Plan and should be seen as a golden thread running through it. This has been encapsulated in the following policy which makes clear the role of the Development Plan in decision-taking on planning applications:

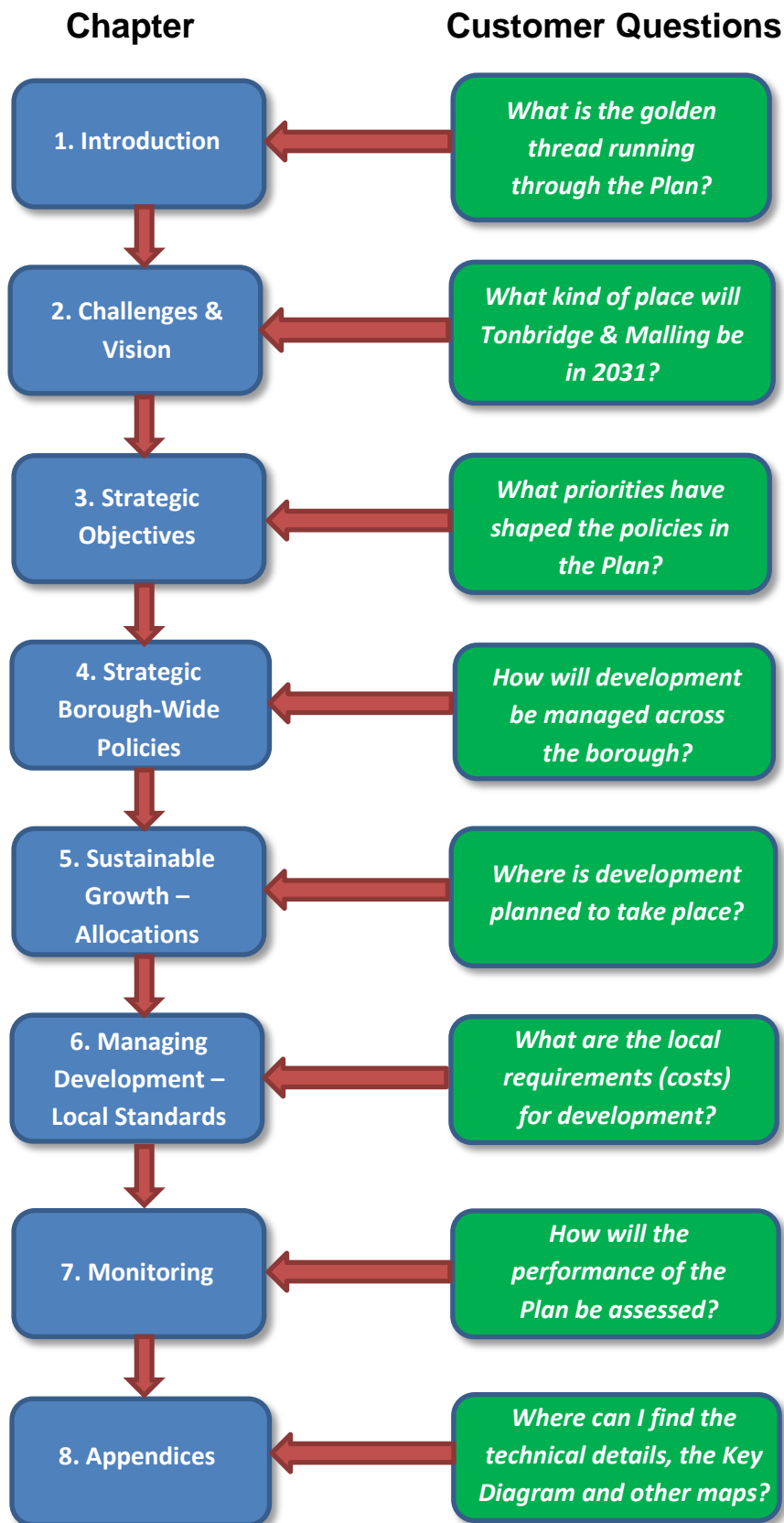
### **LP1: Presumption in Favour of Sustainable Development**

1. At the heart of the strategy for Tonbridge & Malling is a desire to deliver sustainable development; growth that is not for its own sake, but growth that brings benefits for all sectors of the community - for existing residents, businesses and organisations as much as for new ones.
2. Planning applications that accord with the policies in this Development Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise – taking into account whether:
  - i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
  - ii. Specific policies in that Framework indicate that development should be restricted.

## **1.2. How to use the Local Plan**

- 1.2.1. Figure 1 sets out a helpful guide to the structure of the Local Plan with key customer questions pinned against particular chapters of the document.
- 1.2.2. The starting point for decision-taking on planning applications is the Development Plan. With this in mind, it is important to understand that policies contained within this Local Plan should not be read in isolation; they should be read alongside other policies in the Development Plan in order to comprehend the complete planning policy picture.

Figure 1: Tonbridge & Malling Local Plan Structure

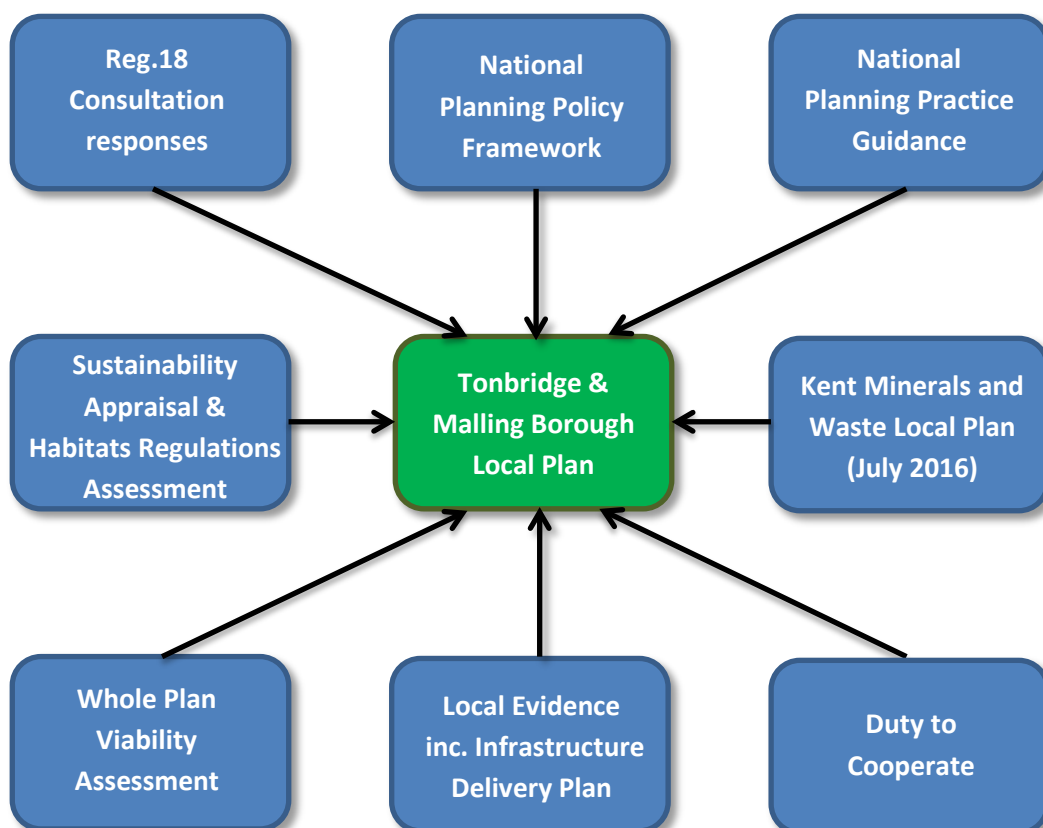


- 1.2.3. In addition, regard should be had to the Government's NPPF. Whilst the NPPF does not form part of the Council's development plan, it is a material consideration that will be taken account of during decision-taking on planning applications. The Local Plan does not reiterate policies that are already set out in the NPPF but where appropriate it applies them locally to respond to local circumstances. If the Local Plan is silent on a specific topic the default policy position is the NPPF.
- 1.2.4. It should be noted that the Council will expect, as part of the validation process for planning applications, assessments on a range of topics to help inform the decision-taking process and assess performance of the development proposal against the requirements of the policies contained within this Local Plan.
- 1.2.5. To help your understanding of key technical references in the Local Plan, there is a glossary of terms set out in Appendix A.

### 1.3. What influences the Local Plan?

- 1.3.1. There are a wide range of influences on the Local Plan and the policies contained within it. These are summarised in Figure 2.

**Figure 2: Influences on the Local Plan**



- 1.3.2. A few of the high-level influences have already been highlighted, namely the Government's National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). In addition to these top-down influences, there are important bottom-up pieces of work that have made their mark on the Local Plan.

### **Evidence**

- 1.3.3. Several pieces of evidence have shaped the development strategy and policies contained within this Local Plan. More details on the specific pieces of evidence are available on the Council's website:

[www.tmbc.gov.uk/localplanevidence](http://www.tmbc.gov.uk/localplanevidence). Key pieces of evidence include (not exhaustive):

- Strategic Housing Market Assessment (SHMA)
- Employment Land Needs Assessment
- Gypsy and Traveller and Travelling Showperson Accommodation Assessment
- Strategic Land Availability Assessment (SLAA)
- Strategic Flood Risk Assessment (SFRA)
- Transport Assessment + A20 VISUM Study
- Air Quality Assessment
- Green Belt Study
- Green Infrastructure & Ecological Network Report
- Open Space Study
- Whole Plan Viability Assessment
- Infrastructure Delivery Plan

### **Sustainability Appraisal & Habitats Regulations Assessment**

- 1.3.4. An important part of the plan-making process is the Sustainability Appraisal (SA). This effectively provides an audit of the environmental, social and economic credentials of the policies and their impacts, individually and

cumulatively. This is achieved by assessing the policies – and reasonable alternatives – against a range of objectives that cover the three dimensions of sustainable development. The SA was applied to the broad strategy options at the beginning of the process and then to the emerging policies and reasonable alternatives.

- 1.3.5. The Habitats Regulations Assessment focussed on the potential impact of the development strategy on sensitive habitats of international importance. This process also took account of committed development in neighbouring boroughs to understand the cumulative impacts.

### **Viability**

- 1.3.6. It is important that the sustainable development identified in the Local Plan is not only aspirational but realistically deliverable. To make this assessment the viability of the development strategy, taking account of the local standards and typical infrastructure costs was undertaken. This tested the typical sites that are likely come forward for development. This is an important check on the effectiveness of the Local Plan.

### **Duty to Cooperate**

- 1.3.7. Throughout the process of preparing the Local Plan on-going engagement with neighbouring planning authorities in west, mid and north Kent took place to fulfil the statutory Duty to Cooperate. This was an essential process given that some of the influences on the borough do not conveniently stop at the boundary edge. An example of joint working included the commissioning of the Strategic Housing Market Assessment (SHMA) with Maidstone Borough Council and Ashford borough Council. This approach was shared with Sevenoaks District Council and Tunbridge Wells Borough Council who commissioned the same consultants to undertake similar work for them, ensuring a consistent approach across mid and west Kent to the assessment of housing need. In addition, regular meetings took place at the officer and member level to identify common ground and any cross-boundary matters that needed to be explored.

### **Consultation**

- 1.3.8. A key influence on the Local Plan is consultation. During the autumn of 2016 the Council consulted on the first stage of the Plan, the regulation 18 document entitled 'The Way Forward'. This involved engagement with a wide group of people and organisations including: local communities and their

representatives; land owners; developers; businesses and statutory consultees. The responses received helped inform the preparation of this Local Plan.

## Kent Minerals and Waste Local Plan

- 1.3.9. In addition to this Local Plan the Kent Minerals and Waste Local Plan (adopted July 2016) is an important part of the Development Plan. Issues including minerals safeguarding are important considerations during decision-taking on planning applications. Given the strong relationship between minerals and the delivery of new homes it is imperative that decisions do not put at risk the delivery of both Plans.
- 1.3.10. The wide range of influences on the Local Plan have, in combination, resulted in a Plan that addresses the expectations of the Government whilst being truly local in nature.

## 1.4. Spatial portrait

- 1.4.1. Before proceeding with the detailed policies, it is helpful to take stock and paint a spatial portrait of the borough and its communities.

**Table 1: Spatial Portrait**

<b>Area:</b>	24, 013 ha
<b>Strategic Location:</b>	West Kent. Bordered by: Sevenoaks District (to the west); Tunbridge Wells Borough (south); Maidstone Borough (east); Medway (north); Gravesham Borough (north-west).
<b>Transportation links:</b>	Three motorways (M20, M26 and M2) cross the borough in the north. The A21 trunk road passes by the south and west of Tonbridge. Three train lines providing links to London and the north Kent line. Channel Tunnel Rail Link (channelled under the Kent Downs, no stations). High Speed 1 services stop at Snodland station
<b>Population:</b>	Total: 127,300 (mid-2016 estimate) Split: 48.9% Male; 51.1% Female Average age: 40.5 years Aged 0-15: 20.3% Aged 16-64: 61.1% Aged 65+: 18.6%

<b>Urban/Rural Split:</b>	<p>Most of the borough is rural in character.</p> <p>Largest rural settlements are West Malling, Borough Green, Hadlow, Hildenborough and East Peckham.</p> <p>Principal town: Tonbridge, located in the south-west of the borough.</p> <p>Other built-up urban areas: Kings Hill, Snodland, Aylesford/Ditton/Larkfield/Leybourne (known as the Medway Gap) and Walderslade (part) located in the north-east of the borough.</p>
<b>Assets &amp; Constraints:</b>	<p>Special Areas of Conservation: North Downs Woodland; Peter's Pit (3.54% of the borough)</p> <p>Sites of Special Scientific Interest (SSSIs): 28 (1.32% of the borough)</p> <p>Areas of Outstanding Natural Beauty: Kent Downs and High Weald (26.84% of the borough)</p> <p>Ancient Woodland: 2,621 ha (11% of the borough)</p> <p>Conservation Areas: 60</p> <p>Scheduled Ancient Monuments: 25</p> <p>Listed Buildings: Approx. 1,400 listed buildings or structures</p> <p>Green Belt: Approx. 70% coverage of the borough</p>
<b>Rivers:</b>	<p>River Medway and its tributaries pass through the borough in the south and south-east (fluvial) and in the north-east (tidal stretch north of Allington Lock).</p> <p>River Bourne passes through the borough from the south-east to the north-west.</p>
<b>Dwelling Stock:</b>	<p>Total: 52,770 (as at 1 April 2016)</p> <p>Private sector: 44,310</p> <p>Private registered provider: 8,110</p> <p>Other public sector: 350</p> <p>Local Authority: 0</p>



## 2. Challenges & Vision

### 2.1. What are the challenges facing Tonbridge & Malling?

- 2.1.1. Section 1.3 of this Local Plan highlights several pieces of evidence that have exerted an influence on the preparation of this document. This section draws out the key challenges that this evidence presents.

**Table 2: Key Challenges**

<ul style="list-style-type: none"> <li>• <b>How to meet the varied housing needs of the growing population in the right places</b></li> </ul>
<ul style="list-style-type: none"> <li>• <b>How to support the needs of the local economy so that it can continue to be competitive and create quality local jobs</b></li> </ul>
<ul style="list-style-type: none"> <li>• <b>How to deliver essential infrastructure to support growth and create high quality environments</b></li> </ul>
<ul style="list-style-type: none"> <li>• <b>How to deliver sustainable growth while protecting assets and avoid areas at high risk of flooding</b></li> </ul>
<ul style="list-style-type: none"> <li>• <b>How to manage change in Tonbridge Town and local centres so that they can remain vital, competitive and an attractive place to work, meet and enjoy.</b></li> </ul>

### 2.2. What is the vision for the borough?

*By 2031 Tonbridge and Malling will be a place where sustainable growth is supported including new homes and jobs to help address the wide range of needs of the growing population and essential infrastructure to create a high quality environment for all. It will be a place where important heritage and natural environment assets are valued and Tonbridge Town Centre and other urban and rural centres are effectively adapting to change and are thriving and where there is a wide choice of travel opportunities to connect people and places across the borough and beyond.*

### 3. Strategic Objectives

#### 3.1. What are the strategic objectives?

- 3.1.1. Taking account of the influences on the Local Plan and the key challenges facing the borough and local communities, a set of objectives have been defined to set the strategic framework for the detailed policies that follow.

#### LP2: Strategic Objectives

**Objective 1:** Support the delivery of new homes balanced with economic growth to provide a stock of housing and job creation that meets the needs of the community, including the need for affordable housing.

**Objective 2:** Ensure new development is of a high quality design.

**Objective 3:** Enhance the vitality and viability of Tonbridge Town as the principal urban centre in the borough.

**Objective 4:** Support and strengthen the hierarchy of settlements to ensure development that takes place contributes to the sustainability of local communities and services.

**Objective 5:** Protect important natural and heritage assets.

**Objective 6:** Ensure adequate infrastructure is in place to support the needs of developments and communities.

**Objective 7:** Improve accessibility and connectivity including support for improvements to public transport, cyclists and pedestrians through new development.

**Objective 8:** Support opportunities to protect and where possible strengthen the existing Green Infrastructure and Ecological Network across the borough as illustrated on the map in Appendix C and defined in the Glossary.

**Objective 9:** Ensure development mitigates its impact on the environment and is resilient to the effects of climate change.

**Objective 10:** Support opportunities for future-proofing developments so that they can adapt to the changing needs of occupants during their lifetime and be able to take advantage of advancements in technologies such as electric vehicles.

## **4. Strategic Policies**

### **4.1. What are the strategic policies?**

4.1.1. These policies are applicable, in the majority of cases, borough-wide. In decision-taking on planning applications, these strategic policies will be used alongside relevant site specific policies and local requirements. The policies are applicable to allocations set out in this Plan as well as other development proposals that may come forward during the plan-period.

### **4.2. What is the broad development strategy?**

4.2.1. The influences on the Local Plan set out in section 1.3 above have shaped the broad development strategy for Tonbridge & Malling.

4.2.2. The initial consultation on the Local Plan in 'The Way Forward' included a set of principles to guide decision-making on which opportunities should be considered in more detail. These were:

1. Focussing opportunities adjacent to the principal urban areas of the Medway Gap and Tonbridge, in each housing market area
2. Focussing opportunities adjacent to a range of settlements across the borough to help support and sustain local communities, big and small
3. Locating new development in reasonable proximity to transport hubs, utilising and building upon existing infrastructure
4. Locating new development in the least constrained parts of the borough
5. To provide a mixed portfolio and location of sites, big and small, to meet a range of needs throughout the duration of the plan period up to 2031, over the short-term (up to 5 years), medium-term (6-10 years) and over the long-term (11-15 years).
6. To deliver a level of growth at key locations to facilitate significant improvements to support infrastructure, e.g. schools, highways and healthcare, for the benefit of local communities.
7. Focussing development on the contribution that larger potential sites could deliver in a proportionate way to meet wider plan objectives and ensure delivery in the plan period.

- 4.2.3. In refining the initial development strategy included in the Reg.18 document the Council took account of a wide range of evidence including: A20 VISUM Study; Sustainability Appraisal; Transport Assessment; the Air Quality and the Housing Delivery Study, together with the main issues raised during the initial consultation.
- 4.2.4. The outcome of these processes is the broad development strategy illustrated on the Key Diagram in Appendix B. This will address the Objectively Assessed Need (OAN) for housing within the borough (13,920 dwellings 2011-2031) across the two Housing Market Areas (HMAs) exerting an influence on Tonbridge & Malling (Maidstone HMA and Sevenoaks/Tunbridge Wells/Tonbridge HMA). It will also help address the need for jobs, significant highway infrastructure, healthcare, community and other local infrastructure and facilities.
- 4.2.5. The selection and allocation of strategic development sites reflect the development principles outlined in para. 4.2.2. The key components of the proposed development areas and how they are expected to be managed and delivered is set out within the policies for each of the strategic sites in Chapter 5.

### **LP3: Housing Provision**

1. Provision is made in this Local Plan for at least 6,834 dwellings to address in full the Objectively Assessed Need for housing during the plan period up to 2031.
2. Major new housing development will be delivered at the following strategic sites, as defined on the proposals map, during the plan period up to 2031:
  - a. Bushey Wood, Eccles – 900 dwellings
  - b. East of Hermitage Lane, south Aylesford – 1,000 dwellings
  - c. North of Borough Green – 1,720 dwellings
  - d. Broadwater Farm, north of Kings Hill – 900 dwellings
  - e. South-west Tonbridge – 480 dwellings.
3. In addition to the strategic sites, new housing development will be delivered on sites across the borough, as defined on the proposals map, and in accordance with the policies in this Local Plan.

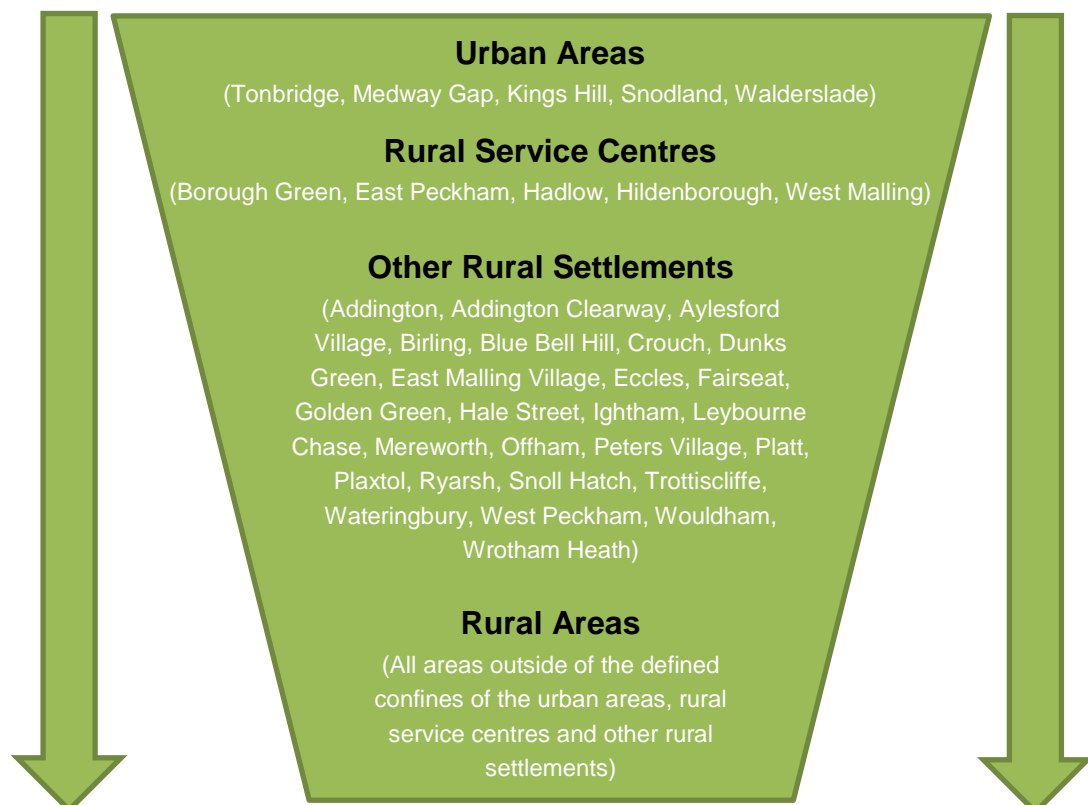
## LP4: Economic Provision

Provision is made in this Local Plan for at least 38 ha of additional employment land to address the needs of the borough during the plan period up to 2031.

### 4.3. What is the settlement hierarchy?

- 4.3.1. One of the influences on the development strategy in this Local Plan is the hierarchy of settlements which was established in the Council's Local Development Framework.
- 4.3.2. The purpose of the hierarchy is to make it clear where development should be focussed and how much is considered acceptable. The hierarchy takes account of the range of services and facilities available, the size and character of the settlements and how settlements have evolved, particularly in more recent history. In essence, the Council will support development that focuses within settlements towards the top of the hierarchy, providing it is proportionate in scale and respectful of the character of the place and complies with the suite of policies in this Local Plan.

**Figure 3: Settlement Hierarchy**



## **LP5: Settlement Hierarchy**

### **Urban Areas**

1. Development will be concentrated within the confines of the following urban areas, as defined on the proposals map:
  - a. Tonbridge (including Hilden Park);
  - b. The Medway Gap (including Aylesford, Ditton, Larkfield, Leybourne areas);
  - c. Kings Hill;
  - d. Snodland; and
  - e. Walderslade (that part within the borough).

### **Rural Service Centres**

2. Outside of the Urban Areas, the focus of development will be within the confines of the Rural Service Centres, as defined on the proposals map. The Rural Service Centres are:
  - a. Borough Green;
  - b. East Peckham;
  - c. Hadlow;
  - d. Hildenborough;
  - e. West Malling.

### **Other Rural Settlements**

3. Within the confines of Other Rural Settlements, development will be restricted to development that is proportionate to the scale and appropriate to the character of the settlement. The Other Rural Settlements, as defined on the proposals map, are:
  - a. Addington
  - b. Addington Clearway
  - c. Aylesford Village
  - d. Birling
  - e. Blue Bell Hill
  - f. Burham
  - g. Crouch
  - o. Leybourne Chase
  - p. Mereworth
  - q. Offham
  - r. Peters Village
  - s. Platt
  - t. Plaxtol
  - u. Ryarsh

- |                         |                   |
|-------------------------|-------------------|
| h. Dunks Green          | v. Snoll Hatch    |
| i. East Malling Village | w. Trottiscliffe  |
| j. Eccles               | x. Wateringbury   |
| k. Fairseat             | y. West Peckham   |
| l. Golden Green         | z. Wouldham       |
| m. Hale Street          | aa. Wrotham Heath |
| n. Ightham              | bb. Wrotham       |

Note: Development proposals within the settlements identified above that fall within any of the designated areas set out in Policy LP11 will be assessed against that policy, and in the case of rural exception sites, Policies LP11 and LP6 in the Local Plan.

#### **Development in Rural Areas**

4. Development outside of the confines of the Urban Areas, Rural Service Centres and Other Rural Settlements but within the Green Belt will need to meet the requirements of Policy LP11, and in the case of rural exception sites, Policies LP11 and LP6 in the Local Plan.
5. Outside of the confines of the Urban Areas, Rural Service Centres and Other Rural Settlements development will be restricted to:
  - a. limited infilling development where it does not erode the identity of settlements or harm the setting or character of a settlement; or,
  - b. the one-for-one replacement, or appropriate extension, of an existing building provided it would be proportionate to the size of the existing building; or,
  - c. the conversion or change of use of an existing building; or
  - d. development that is necessary for the purposes of agriculture or forestry, including essential housing for farm or forestry workers; or
  - e. development required for the limited expansion of, or improvement to, an existing authorised employment use; or
  - f. development that secures the viability of a farm as an agricultural business; or
  - g. tourism and leisure development where it is evident that it will support the local economy and where there would be no unacceptable adverse impacts arising from lighting, traffic generation, activity at unsocial hours or noise; or

- h. equestrian related activities provided the following criteria are met:
  - i. where new or replacement buildings are proposed, it must be demonstrated that the re-use of existing buildings on-site for any equestrian-related use is not practicable; and
  - ii. proposals for the construction of new stable buildings and ancillary facilities are of a proportionate scale and an acceptable design to the locality ; and
  - iii. there is no adverse impact on amenity and environmental quality of residential or other sensitive uses due to smell, insect infestation, excessive noise, lighting or traffic generation; and
  - iv. there is no hazard to road safety; and
  - v. suitable provision is made for the protection and, where practicable, the enhancement of the existing public rights of way network which may be affected by the proposals, with full regard to the safety of users; or
- i. community facility development where no suitable alternative accommodation is available within the confines of the urban areas, rural service centres or other rural settlements and where the proposal is essential to serve the settlement to which it relates, or
- j. predominantly open recreation uses together with associated essential built infrastructure, having regard to Policy LP12 on the AONB.

## **Rural Exception Sites**

4.3.3. The Strategic Housing Market Assessment (SHMA), in particular Table 45 in the March 2014 Report, has identified that the need for affordable housing in some rural parts of the borough is significant. To help address this the Council will apply a rural exception sites policy in accordance with the relevant policy in the NPPF on the Green Belt. This policy will support the limited development of homes in rural areas outside settlement confines that will address the identified need for affordable housing to provide for local households and in proven cases to assist local key worker needs, in perpetuity where development would not normally be acceptable for housing, including the Green Belt.



## LP6: Rural Exception Sites

1. Residential development on small sites outside of the confines of settlements in rural areas will be permitted provided that it is used solely for affordable housing in perpetuity, as defined by LP39, addressing an identified local need and it is proportionate and respectful of the local character in terms of design, scale, massing, density and materials.
2. The residential development proposal may include a small proportion of market housing where it can be demonstrated to the satisfaction of the Council that the market housing is essential to enable the delivery of the affordable housing units.

### 4.4. What is the strategy for Tonbridge Town?

- 4.4.1. Tonbridge has undergone a significant transformation in recent years. The population has been boosted by a number of residential developments in close proximity to the High Street. In addition, a rapid change in shopping habits has resulted in the evolution of the High Street in terms of the type and size of the retail offer. This is not unique to Tonbridge. Other town centres are thriving as a result of moving towards an experiential offer including cafes, restaurants, and leisure and recreational activities as well as retail.
- 4.4.2. As a result, the character of Tonbridge has and continues to evolve with the emergence of individual artisan retailing in the High Street area and varied investments just beyond the town centre.
- 4.4.3. It is evident that the rate of change for many of the activities taking place in Tonbridge is rapid and has proven to be quicker than the cycle of Local Plan-making itself.
- 4.4.4. With these changes in mind, the vision and subsequent policy for Tonbridge Town needs to provide flexibility for the area to seize opportunities to continue to evolve and adapt for the better whilst ensuring its identity and key assets are retained. The areas referred to in Policy LP7 are illustrated in Appendix D.

## Town Vision

*By 2031 Tonbridge Town will be responding and adapting effectively to change in retail and other trends and be a thriving place where people want to work, meet and enjoy. It will have retained important environmental and historic assets and maintained its individuality.*

*It will be an attractive, vibrant competitive place hosting a wide range of economic, social and cultural activities that are making a positive contribution to the local economy and making Tonbridge a destination of choice for local communities.*

### LP7: Tonbridge Town

1. In the primary and secondary retail areas within the Tonbridge town centre core, as defined on the proposals map, development that results in the intensification of retail, leisure and community uses will be supported provided that it is proportionate in scale and an acceptable design to its locality and does not result in unacceptable impacts on the highway network, air quality, and the amenity of the area. Change of use or conversion of upper floor units to residential and/or offices will be supported provided that it would create a suitable living and/or working environment.
2. In the broader Tonbridge central area outside of the town centre core, as defined on the proposals map, development will be supported where it can be demonstrated that it will maintain and where possible enhance the vitality and viability of the central area as a whole and provided it does not result in unacceptable impacts on the highway network, air quality, and the amenity of the area.

## 4.5. What is the strategy for retail development?

- 4.5.1. Tonbridge & Malling Borough has a wide range of centres offering a diverse range of shopping and service facilities. The Council's overarching objective is to provide for sustainable development in the borough. In terms of retailing the key to delivering this will be maintaining and enhancing the role of the borough's existing retail centres which act as a focal point for the communities they serve.

## LP8: Retail Development

1. Retail development will be supported if it maintains or enhances the vitality and viability of existing town, district or local centres, as defined on the proposals map, and is proportionate in scale to the role of the centre in the retail hierarchy. Retail development will be supported if located in accordance with the following sequential test:
  - i. Town, district or local centres – within the confines as defined on the proposals map;
  - ii. Edge-of-centre sites, but only where it can be demonstrated that retail development cannot be accommodated within a town, district or local centre;
  - iii. Out-of-centre sites, but only where it can be demonstrated that retail development cannot be accommodated within or on the edge of a town, district or local centre.
2. Within Tonbridge Town Centre, development proposals will need to meet the requirements of Policy LP7.
3. Within the district and local retail centres a change of use at the ground floor that maintains and where possible enhances the vitality and functioning of the centre will be supported provided that it does not result in unacceptable impacts on the highway network, air quality, and the amenity of the area.
4. Within the district and local centres the change of use or conversion of units above the ground floor to residential and/or offices will be supported provided that it would create a suitable living and/or working environment.

**Table 3: Retail Centres**

<b>Town Centre</b>	Tonbridge
<b>District Centres</b>	Borough Green, Kings Hill Martin Square/Larkfield Snodland West Malling
<b>Tonbridge Urban</b>	Martin Hardie Way
<b>Local Retail Centres</b>	York Parade

<b>Medway Gap Urban Local Retail Centres</b>	Twisden Road, East Malling Premier Parade, Aylesford Woodlands Parade, Ditton Little Market Row, Leybourne
<b>Rural Local Retail Centres:</b>	East Peckham Hadlow Hildenborough
<b>New Local Retail Centres</b>	Leybourne Grange Peters Village
<b>Out-of-Centre Retail Facilities</b>	Lunsford Park Quarry Wood, Aylesford Cannon Lane, Tonbridge
<b>Individual local shops</b>	within suburban areas and rural settlements

#### 4.6. How will existing community services and transport be safeguarded?

- 4.6.1. For communities to be sustainable it is essential for a range of community services to be available. In addition to new provision, the Council will support the protection of viable community facilities that play an important role in the social infrastructure of the area.

#### LP9: Safeguarding of Community Services and Transport

Development that would result in the loss in whole or part of sites and premises currently or last used for the provision of community services, or recreation, leisure or cultural facilities, will only be permitted if:

- a. an alternative community service/facility of equivalent or better quality and scale to meet identified need is either available, or will be satisfactorily provided at an equally accessible location; or
- b. an enhancement to the nature and quality of an existing community service/facility will result from the development of part of that existing community service/facility; or
- c. the applicant has proved, to the satisfaction of the Council, that for the foreseeable future there is likely to be an absence of need or adequate support for the existing community service/facility. This will require the submission of evidence, which may include a viability assessment in an accessible format, which demonstrates that retaining the existing community service/facility is no longer viable.

## 4.7. How will the infrastructure requirements be delivered?

- 4.7.1. As part of plan-making the Council engaged with a range of infrastructure providers to understand the essential infrastructure needed to support the development strategy. This included: education, healthcare, roads, adult social care and other community facilities and also broadband provision. This information has been brought together in the **Infrastructure Delivery Plan** that has been prepared to inform but is not part of the Development Plan.
- 4.7.2. The infrastructure needed to support the development of the strategic sites is identified in the relevant policies in chapter 5 of this Plan. These relevant policies require the infrastructure to form an integral part of the master planning work to ensure that it is delivered properly and in a timely fashion.
- 4.7.3. The need for ongoing investment in infrastructure, particularly transport related, continues to be a high priority for local communities. That has been a driver behind the shape and purpose of the Plan's development strategy. In parallel with the Local Plan process the Borough Council, with partners, will pursue funding to complement the efforts made in this Plan to improve infrastructure provision to reflect the level of growth the borough has experienced and is planned for.

### LP10: Infrastructure Requirements

Development will be required to provide for the necessary infrastructure to meet the needs of the development to make the development acceptable in planning terms.

## 4.8. How will valued assets be protected?

### Designated Areas

- 4.8.1. Within the borough of Tonbridge & Malling there is a range of important designated areas. These designations perform various roles including: protecting and supporting ecology and biodiversity; understanding risks of flooding; and looking after heritage assets. The majority of designations covered by Policy LP11 are those that are identified at the international and national level by bodies other than Tonbridge & Malling Borough Council. In addition, the policy covers designations that are set by other pieces of legislation, for example Conservation Areas.

- 4.8.2. The Council recognises the value of these designations and the contribution they have and continue to make shaping the identity of places across the borough. Furthermore the Council recognises that the Government policy set out in the NPPF is sufficiently detailed to protect the integrity of these designated areas. Given the local distinctiveness of the Areas of Outstanding Natural Beauty in the borough, the Council considers that these require a specific policy.
- 4.8.3. With this in mind the Council will continue to apply the relevant policy in the NPPF or whatever represents national planning policy at the time planning applications are made. If a proposal is in conflict with the relevant national policy then it will be in conflict with Policy LP11.

### **Designated Areas – Green Belt**

- 4.8.4. In light of national policy, evidence and the character and pattern of local settlements, the Metropolitan Green Belt now extends as far east as Wateringbury Road, providing an important anti-coalescence function and aligning closely with the outer boundary in the adjoining borough of Maidstone.

### **LP11: Designated Areas**

1. For the following listed designations, as illustrated or defined on the proposals map, the Council will apply the relevant policy in the National Planning Policy Framework or whatever represents the relevant national planning policy at the time the planning application is determined.
  - Special Areas of Conservation (SAC)
  - Sites of Special Scientific Interest (SSSIs)
  - Green Belt
  - Historic Parks & Gardens
  - Scheduled Ancient Monuments
  - Conservation Areas
  - Areas at risk of flooding
2. For listed buildings and ancient woodland the Council will apply the policy in the National Planning Policy Framework or whatever represents the relevant national planning policy at the time the planning application is determined.

3. If a development proposal is in conflict with the relevant national policy then it will be in conflict with this Policy.

### **Areas of Outstanding Natural Beauty**

- 4.8.5. Tonbridge & Malling borough contains part of two Areas of Outstanding Natural Beauty (AONBs): the Kent Downs and the High Weald. These areas are designated for the national importance of their landscape. Within AONBs the Government policy is to conserve and enhance their natural beauty.
- 4.8.6. For each of the AONBs a management plan has been prepared which has been adopted by the Council as a material consideration for decision-taking on planning applications. Development proposals will be required to have regard to the policies in these plans.

### **LP12: Areas of Outstanding Natural Beauty**

1. Areas of Outstanding Natural Beauty (AONBs) are nationally designated landscapes and as such have the highest status of landscape protection. The Kent Downs and High Weald AONBs, as illustrated on the proposals map, should be conserved or where possible enhanced in accordance with their landscape significance.
2. Major development within the AONBs will only be permitted in exceptional circumstances and where it can be demonstrated that it is in the public interest.
3. Other development within the AONBs and their settings will be permitted provided that:
  - a. the location, form, scale, materials and design would conserve or enhance the character of the landscape; and
  - b. the development would conserve or enhance the special qualities, distinctive character and tranquillity of the AONB; and
  - c. the development has regard to the relevant AONB Management Plan and any associated guidance.

## Local Natural Environment Designations

- 4.8.7. In addition to international and national designations there is a range of local designations that perform similar roles, in some respects, but at a smaller scale and with a more localised purpose and interest. Even though they feature at the lower end of the hierarchy of designated sites this does not mean that they are not important or should not be looked after. There are also greenspaces at the local level such as publicly accessible open spaces and allotments which make a significant contribution to the health and well-being of local communities.

### LP13: Local Natural Environment Designations

1. Development must protect and where possible enhance the following, as illustrated or defined on the proposals map:
  - Local Sites (Local Wildlife Sites (LWS), and Regionally Important Geological Sites (RIGS));
  - Local Nature Reserves (LNR));
  - Publicly accessible open spaces;
  - Allotments.
2. Development must protect and where possible enhance Priority Habitats.
3. Development of existing publicly accessible open spaces and allotments, as defined on the proposals map and any other publicly accessible open spaces that are provided during the lifetime of the Local Plan, will only be permitted if a replacement site is provided which is equivalent or better in terms of quantity, quality and accessibility. The replacement site should, where practicable, be located where it can provide opportunities to strengthen the wider Green Infrastructure and Ecological Network as illustrated in Appendix C.

## 4.9. How will a high quality environment be achieved?

### Achieving High Quality Design

- 4.9.1. A high quality, well designed development can contribute significantly to establishing a strong sense of place through the creation of attractive and



desirable places to live, work and visit which can bring significant benefits to the local environment and economy.

- 4.9.2. Development should respond to a particular place but it should equally be recognised that exceptional design does not simply replicate the form and appearance of existing development and where opportunities exist for positive visual improvements these should be supported.
- 4.9.3. Sensitively designed schemes can help reduce the likely energy demands of developments - and thereby mitigate the impacts on climate change - through the orientation of buildings and landscaping that makes the best use of natural light, heat and even shade.
- 4.9.4. Well-designed places can also help reduce crime and disorder through natural surveillance and create secure environments. With this in mind, planning applicants should have regard to guidance in 'Secured by Design' or whatever represents good practice at the time the application is made.
- 4.9.5. In addition, a high quality well-designed environment can make a positive contribution to the well-being of residents and visitors.

### **LP14: Achieving High Quality Sustainable Design**

1. Development must:
  - a. protect the local distinctiveness of the area including the setting and pattern of the settlement and its historical and architectural interest and the landscape character; and
  - b. protect the amenity of the local area, including any important prevailing features or characteristics; and
  - c. be well designed and of a high quality in terms of detailing and use of materials and through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings.
2. Development should, where practicable and proportionate, be designed to:
  - a. maximise opportunities to reduce energy demands through the orientation of habitable rooms to harness natural light and through landscaping to prevent overheating;
  - b. deter crime and reduce the fear of crime;

- c. maximise opportunities for healthy active lifestyle choices including access to open spaces; and
- d. maximise opportunities for achieving net biodiversity gains.

## **Residential Extensions**

- 4.9.6. Extensions to dwellings can have a significant impact on the street scene and the amenity and character of the area in terms of design, proportion and massing. With this in mind, the Council has prepared a technical guide highlighting potential local impacts of extensions and how these can be sensitively addressed. This is set out in Appendix I.

### **LP15: Residential Extensions**

Extensions to residential properties will be required to have regard to the technical guide on local impacts as set out in Appendix I and will be permitted unless they result in an adverse impact on the character of the building or the street scene in terms of form, scale, design and materials or an adverse impact on residential amenity.

## **Shopfront Design**

- 4.9.7. Shopfronts can have a significant impact on the character of an area since they are at ground floor level and they are the part of the building most seen both by pedestrians and from passing vehicles. It is therefore important that any new shopfronts or alterations are respectful of the building and local character.

### **LP16: Shopfront Design**

Proposals for new shopfronts or alterations to existing ones should respect the character, proportions, period and design of the individual building, of the local context and of the wider area, with particular regard to detailing of fascias, windows and doors, use of material and form of any illumination.

## **4.10. How will climate change be taken account of?**

- 4.10.1. Climate change and how development can mitigate its impact upon it is an important issue.

- 4.10.2. Following the Housing Standards Review the Government made it very clear in a Written Ministerial Statement (WMS)<sup>1</sup> in 2015 that local plans should not be setting any additional local technical standards or requirements relating to the energy performance of new dwellings. This includes any policy requiring any level of the Code for Sustainable Homes to be achieved by new development which has now been withdrawn by the Government. The view taken by the Government is that the energy performance of new build homes is a matter for the national Building Regulations regime.
- 4.10.3. Moving forward, the Government has provided scope for local plans to set standards on water efficiency that exceed the mandatory requirement in the Building Regulations. This has been explored through the whole plan viability work and the outcome is set out in Policy LP44.
- 4.10.4. In addition to the policies below, mitigating the impacts of development on climate change is addressed in the 'Achieving High Quality Sustainable Design' Policy LP14. It is also addressed through the 'Sustainable Transport' Policy LP23 and the policies for most of the strategic sites which require maximising opportunities for sustainable transport modes including safe cycling and pedestrian routes to public transport nodes, as well as in the 'Parking Standards' Policy LP42 through the requirement of charging points for electric vehicles.

### **Flood risk**

- 4.10.5. The increased likelihood of flooding is widely recognised as one of the key consequences of climate change in the UK. Severe flooding has, from time to time, been a key concern in Tonbridge & Malling causing distress to many local communities and damage to properties and infrastructure. The Council with its partners have striven to bring forward capital proposals to address issues and is working in partnership with other agencies to mitigate flood risk through other means.
- 4.10.6. The Council has responded to the issue of flood risk during the preparation of the Local Plan by pursuing a development strategy that avoids areas at high risk of flooding, particularly for residential development. This assessment took account of an allowance for climate change over the plan period and the likely effect this will have on the flows of watercourses.

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<sup>1</sup> <https://www.gov.uk/government/speeches/planning-update-march-2015>

- 4.10.7. In determining planning applications the Council will apply the requirements of the Government's policy in the NPPF and the PPG on flood risk.

### **LP17: Flood Risk**

1. In determining planning applications, the Council will apply the policy on flood risk in the National Planning Policy Framework or whatever represents national planning policy on flood risk at the time the planning application is determined.
2. If a development proposal is in conflict with the relevant national policy then it will be in conflict with this Policy.

### **Sustainable Drainage Systems (SuDS)**

- 4.10.8. One of the consequences of climate change is an increased likelihood of more intensive rainfall. In urban environments where natural infiltration has been limited, this can result in flash flooding caused by rain water rushing off impermeable surfaces and overwhelming existing water management networks. As highlighted above, this has been a significant issue for several communities across the borough in recent years, causing distress and damage to properties. Sustainable Drainage Systems (SuDS) can, if effectively designed and planned for, mitigate these impacts by attenuating flows and enable greater natural infiltration. The Council will therefore expect to see such systems integrated into new development proposals to reflect the local circumstances and risks that are experienced in widespread areas of Tonbridge and Malling.

### **LP18: Sustainable Drainage Systems (SuDS)**

Sustainable Drainage Systems (SuDS) for the management of run-off must be provided for as part of major development.

### **Habitat Protection and Creation**

- 4.10.9. Climate change can have an effect on the integrity of existing habitats and the ability of wildlife to create new habitats. With this in mind, the Council has prepared a Green Infrastructure and Ecological Network diagram (see Appendix C). This diagram reflects a range of natural environment assets that provide existing homes for wildlife. The Principal Green Corridors

(PGCs) provide opportunities for species and habitats to migrate along as they adapt to the negative effects of climate change. To help enhance and strengthen the Network and the PGCs, individual developments should make space for nature by including, as an integral part of the building, opportunities to house wildlife, for example the integration of concealed nest boxes as part of the external brick work. This policy will be applied to major development as defined in national legislation.

### **LP19: Habitat Protection and Creation**

1. Major development within the Principal Green Corridors identified on the Green Infrastructure and Ecological Network diagram (see Appendix C) should, where practicable and proportionate, provide opportunities for habitat creation, taking account of the habitat and species of the Biodiversity Opportunity Areas.
2. Major development should, where practicable and proportionate, make space for nature by including, as an integral part of the external building fabric, opportunities for habitat creation for wildlife.

## **4.11. How will air quality be addressed?**

### **Air Quality**

- 4.11.1. Air quality is vitally important to the quality of life. Developments, if not properly planned and designed, can contribute to the deterioration of air quality which can harm the health of residents, workers and visitors to Tonbridge & Malling. Even though advancements in technologies such as cleaner and even electric cars will help alleviate, to an extent, current problems there is still a need to ensure developments do not, individually or cumulatively result in a worsening of levels of air quality.
- 4.11.2. There are several policies in the Local Plan, in addition to LP20, which are aimed at mitigating impacts of development on air quality. These include the Sustainable Transport Policy (LP23) and the policies for the strategic sites which seek to maximise opportunities for safe cycling and walking routes, in particular to public transport nodes such as railway stations. Furthermore, key elements of the development strategy, in particular the strategic sites at Borough Green and south Aylesford, provide opportunities to improve the quality of air at the local level through the introduction of relief roads to help take traffic away from Air Quality Management Areas (AQMAs).

- 4.11.3. The Air Quality Assessment prepared in support of the making of the Local Plan concluded that the key strategic sites that feature in the development strategy are suitable for the introduction of receptors, including people.
- 4.11.4. To inform the decision-taking process, the Council will expect the submission of identified, detailed mitigation measures as part of the planning application to demonstrate compliance with Policy LP20. At the time the decision is taken on the planning application, the Council will have regard to the relevant prevailing air quality standards at the national level.

### **LP20: Air Quality**

1. Development, either individually or cumulatively with other proposals or existing uses in the vicinity, that could directly or indirectly result in material additional air pollutants and a significant worsening of levels of air quality within the area surrounding the development site will not be permitted unless evidenced, specifically identified and detailed measures to offset or mitigate those impacts are introduced as part of the proposal.
2. Development that would introduce new receptors into an area of poor air quality will not be permitted unless the proposals incorporate acceptable measures to ensure those receptors would not be subject to unacceptable risk as a result of poor air quality.

## **4.12. How will noise matters be addressed?**

### **Noise Quality**

- 4.12.1. Noise can have an adverse impact on health and therefore the quality of life. This can include noise from new developments impacting on existing communities and environments. It can also include noise from existing activities that may have an adverse impact on people living and/or working in the new development itself, if it is not properly planned.
- 4.12.2. With this in mind, it is important that the Local Plan effectively addresses the issue of noise to help ensure the quality of life of existing and future communities is not adversely affected.

## LP21: Noise Quality

1. Development will only be permitted if it can be demonstrated, to the satisfaction of the Council having regard to the relevant British Standards and other relevant national guidance and good practice at the time the planning application is determined, that it is located, designed and controlled to minimise the impact of noise on neighbouring properties and the prevailing acoustic environment.
2. Noise sensitive development, such as residential, will only be permitted in close proximity to noise generating activity if it can be demonstrated, to the satisfaction of the Council having regard to the relevant British Standards and other relevant national guidance and good practice at the time the planning application is determined, that it is designed to reduce the impact of noise from the local environment to an acceptable level.

### 4.13. How will contamination be addressed?

#### Contamination

- 4.13.1. In identifying sites for development it is important to be mindful of previous activities that may have taken place on the land and the legacy they may have left behind. Ahead of the approval and commencement of development, it is important that the issue of contamination is thoroughly investigated and understood. Equally it is important that adequate remediation is identified and implemented to make safe the environment.
- 4.13.2. Land can be affected by contamination in the form of substances in the soil and/or water, buildings or other material on a site. Such sites are more likely to be brownfield sites, i.e. those which have been previously developed, often for commercial or industrial use, however sites where there has been historical mining may also have some contamination present.
- 4.13.3. The developer is responsible for ensuring that any proposed development is safe and suitable for its intended use. If there is a reason to believe land contamination could be present on site, the developer should ensure that they carry out adequate investigations and risk assessments to ensure that any associated risks are fully understood and can be remediated to an acceptable level. The Borough Council will ensure this process is followed carefully through the application and monitoring of appropriate conditions on planning permissions granted.

4.13.4. Parts of the borough are characterised by land where previous extraction has taken place and land fill of one form or another has followed. These have often been well regulated but in other cases less so. The Borough Council has good experience in addressing the issues arising from land which has previously been used for activities which pose a risk of contamination. The NPPF provides a sound degree of high level policy dealing with ground conditions and pollution which makes it clear what is to be done when considering development where such issues are found. As well as requiring the development allocations to investigate and remediate contamination, this Local Plan also includes a strategic policy addressing the issue.

### **LP22: Contamination**

1. Development proposals located on or near sites which have previously been used for activities which pose a risk of land contamination must be informed by a contaminated land desktop study identifying all previous site uses, potential contaminants associated with those uses including a survey of the condition of any existing building(s), a conceptual model of the site indicating sources, pathways and receptors and any potentially unacceptable risks to human health and the local environment arising from contamination at the site.
2. Where contamination is identified, development proposals must incorporate a detailed strategy for site investigation works, along with details of any site clearance, ground investigations or site survey work that may be required to allow for intrusive investigations to be undertaken to inform a risk assessment of the degree and nature of any contamination on site and the impact on human health, controlled waters and the wider environment.
3. Development will only be permitted if it can be demonstrated, to the satisfaction of the Council, having regard to the other relevant policies in the Local Plan, that any contamination can be effectively addressed in a manner that ensures the site would be suitable for its end use through remediation measures.



## 4.14. How will sustainable transport be supported?

### Sustainable Transport

- 4.14.1. A key part of the vision for Tonbridge & Malling in 2031 is the provision of a wide choice of travel opportunities to connect people and places across the borough and beyond.
- 4.14.2. Sustainable transport solutions can achieve a wide range of benefits. Not only are there health, well-being and environmental benefits associated with walking and cycling but encouraging alternatives to the car can help reduce congestion and delays which can be harmful to the functioning of the local and wider economy. Ensuring that there is a wide choice of travel opportunities can help achieve a more inclusive society.
- 4.14.3. With this in mind, this Local Plan supports the pursuit and integration of sustainable transport solutions where practicable and proportionate to the proposed development.

### LP23: Sustainable Transport

The Council will work in partnership with Kent County Council, Highways England, transport providers and other key stakeholders to ensure that developments:

1. are designed so that opportunities for sustainable transport modes are maximised, where practicable, reflecting the amount of movement generated, the nature and location of the site and its relationship with existing centres and public transport nodes and recognising that solutions and measures will vary from urban to rural locations. This may include the provision, where supported by evidence, of parking adjacent to sustainable transport modes such as railway stations to support their functioning; and
2. make the necessary contributions to the improvement of existing, and provision of new, transport schemes that lead to improvements in accessibility and give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles; and
3. include measures, where practicable and proportionate, for non-car use such as on-site cycle parking; and
4. are consistent with, and contribute to the implementation of the Kent Local Transport Plan; and

5. include the submission of Transport Assessments and Travel Plans where significant amounts of movement would be generated; and
6. contribute to transport infrastructure improvements, where proportionate, having regard to the Infrastructure Delivery Plan; and
7. provide, where practicable and proportionate, new and improved footpaths, bridleways and cycleways, provided there would be no significant effect on areas of importance for nature conservation; and
8. make provision for car parking, having regard to the type of development and its location, in accordance with the Parking Standards Policy LP42; and
9. meet the requirements of the Local Plan Air Quality Policy LP20.

#### **4.15. How will minerals and waste planning matters be addressed?**

4.15.1. Kent County Council's Minerals and Waste Local Plan, adopted in July 2016, forms part of the Council's Development Plan. This means that development proposed within Tonbridge & Malling Borough will need to comply with the relevant policies in the Minerals and Waste Local Plan as well as the policies contained within this Local Plan.

##### **LP24: Minerals and Waste**

Development will be required to comply with the relevant policies in the adopted Kent Minerals and Waste Local Plan and with the relevant policies of any additional minerals and waste development plan documents that are adopted at the time the planning application is determined.

## 5. Sustainable Growth – where development is planned

### 5.1. What is the spatial distribution of housing development?

5.1.1. Earlier chapters have set out the various influences on the development strategy, the key challenges presented by the evidence and a set of strategic objectives. All of these have, in combination resulted in the identification of the following development land allocations.

#### Housing Allocations

5.1.2. The following table takes stock of the current pipeline of housing development and what this means in terms of what the Local Plan needs to provide for in terms of additional land for residential development.

5.1.3. The Strategic Housing Market Assessment (SHMA) (September 2016) identifies that the Objectively Assessed Need (OAN) for the borough for the plan period (2011-2031) is 13,920 dwellings. The SHMA identifies the housing need derived from a range of locally based factors such as birth rates and longer life expectancy, as well as building in other factors such as net-migration. This level of OAN works out at 696 dwellings per annum (dpa). In addition the SHMA identifies that the need for affordable housing is 277 dpa.

**Table 4: Housing Land Supply Position (as at 1 April 2017)**

<b>Housing need (gross) (2011-31)</b>	13,920 (696 dwellings per annum)
<b>Completions**</b>	3,675 dwellings
<b>Extant planning permissions*</b>	3,674 dwellings
<b>Demolitions expected***</b>	-78 dwellings
<b>Small sites windfall estimate^</b>	616 dwelling
<b>Shortfall accrued since 2011^^</b>	-501 dwellings
<b>Local Plan net requirement</b>	6,534 dwellings

\* As at 31 March 2017

\*\* From 1 April 2011 up to 31 March 2017

\*\*\* Associated with extant planning permissions

*^ Projected supply of 44 dwellings per annum from small sites (fewer than 5 dwellings) for the remainder of the Local Plan period*

*^^ As measured against the annualised requirement of 696 dwellings per annum*

5.1.4. Policy **LP25** sets out the housing allocations that have been identified to address the net requirement in Table 4. The starting point for calculating the yields was an assumption of 30 dwellings per hectare based upon the potential developable area. This has been refined taking account of the evidence base, including the Infrastructure Delivery Plan.

### **LP25: Housing Allocations - Overview**

The following sites, as defined on the proposals map, are allocated for residential development during the plan period up to 2031:

a	Bushey Wood Phase 1, Eccles	900
b	Rear of Robin Hood Lane, Blue Bell Hill	26
c	109 Hall Road, Aylesford	5
d	Oil Depot, Station Road, Aylesford	14
e	Nu-Venture Coaches, Mill Hall, Aylesford	8
f	Land off Oakapple Lane, Barming	118
g	South Aylesford (east of Hermitage Lane)	1,000
h	Borough Green Gardens Phase 1A + 1B	1,720
i	Southways, Staleys Road, Borough Green	7
j	Bell Lane, Burham	58
k	Land off Cobdown Close, Ditton	9
l	Station Road, Ditton	6
m	North of London Road, Ditton	13
n	East Malling Research Station (Small Parcel)	23
o	East Malling Research Station (Ditton edge)	216
p	East Malling Research Station (Parkside)	205
q	Barfield House, Teston Rd, Offham	15
r	Park House, 110-112 Mill Street, East Malling	5
s	Court Lane Nurseries, Hadlow	66
t	South of Church Lane, East Peckham	35
u	Carpenters Lane, Hadlow	25
v	Church Lane, East Peckham	23
w	North of The Paddock, Hadlow	156

x	Land at Stocks Green Road, Hildenborough	105
y	Kings Hill - remainder	65
z	North of Kings Hill	825
aa	Tonbridge Farm	54
ab	North of Dryhill Park Road, Tonbridge	44
ac	South West Tonbridge	480
ad	South of Vauxhall Gardens, Tonbridge	61
ae	Coblans Nursery, Trench Road, Tonbridge	319
af	Drayton Road Industrial Estate, Tonbridge	51
ag	East of Offham Road, West Malling	12
ah	Rear of London Road and Town Hill, West Malling	110
ai	Land at Howlands Allotments, Wrotham	39
aj	North of Fairfield Road, Borough Green	16
	<b>TOTAL</b>	<b>6,834</b>

The phasing for development is set out in Appendix E.

- 5.1.5. Each of these allocations will be required to meet the requirements of the other policies in the Local Plan.

### **LP26: Housing Allocations – Policy Requirements**

Residential development on the sites allocated in policy LP25 will be expected to meet the requirements of the other policies in the Local Plan.

### **Strategic Sites - General**

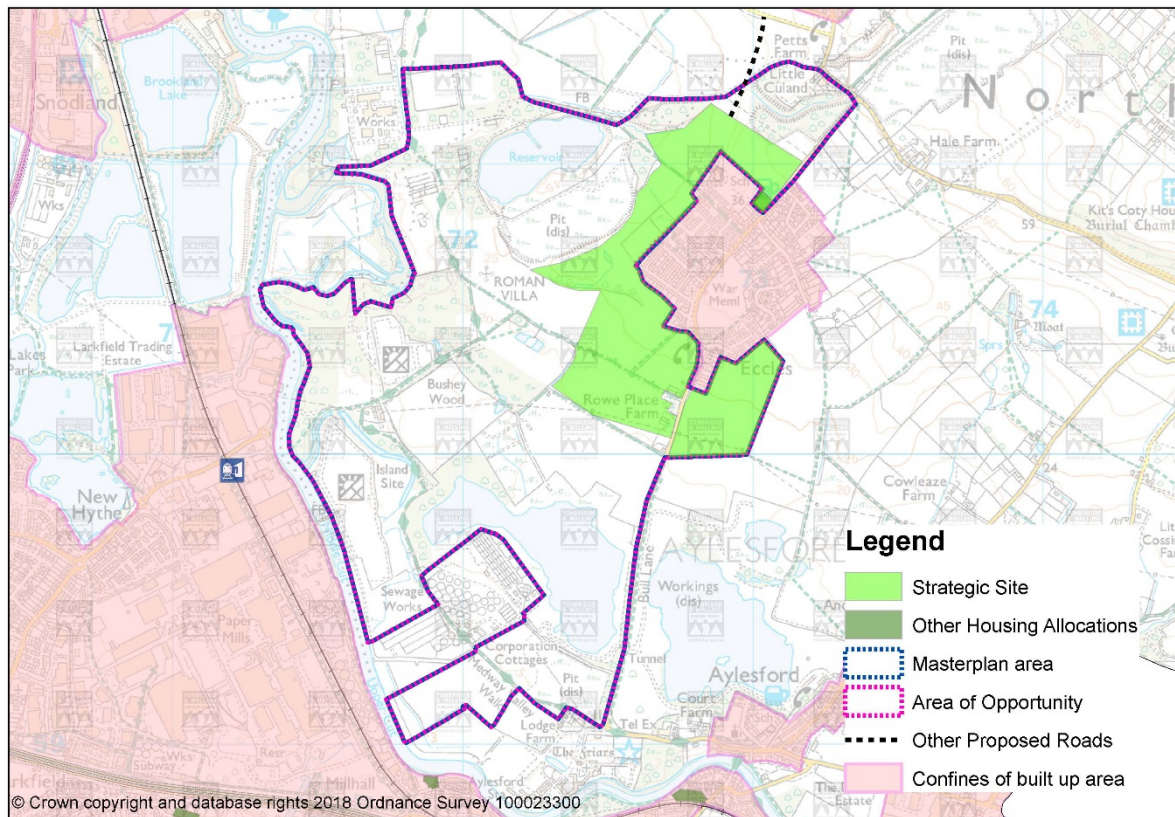
- 5.1.6. Within Policy LP25 five strategic sites have been identified for residential development. These are:

- Bushey Wood, Eccles
- South Aylesford
- Borough Green Gardens
- Broadwater Farm, north of Kings Hill
- South-West Tonbridge

- 5.1.7. The following section of the Local Plan includes policies setting out the specific requirements for each of these sites.

### **Strategic Housing Sites – Bushey Wood**

- 5.1.8. This strategic site was identified in the LDF as an area of opportunity to meet the longer term housing needs of the borough. The Council has taken the decision that now is an appropriate time to bring forward some of this area of opportunity for development.
- 5.1.9. The masterplan area identified on the proposals map will deliver homes during and beyond the plan period. A Transport Assessment of the potential impacts on the wider area and to identify any justified mitigation and improvement works will form part of this process. Phase 1 will deliver approximately 900 dwellings and these are expected to be completed by 2031. Phase 2 is anticipated to deliver approximately 614 dwellings in the post-plan period. In order to effectively plan for this strategic site, Phases 1 and 2 are included in a masterplan area, as defined on the proposals map, which is subject to Policy LP27. Phase 2 has been identified as an Area of Opportunity to meet the longer-term development needs of the borough (see Policy LP 33).
- 5.1.10. To help manage the master-planning of this site, a Planning Performance Agreement (PPA) will be expected. This will be prepared and agreed between the Borough Council and the applicant and will cover such matters as timescales, actions and resources. The PPA is considered essential to achieve the objectives of the policy.

**Figure 4: Bushey Wood, Eccles Masterplan Area****LP27: Strategic Site – Bushey Wood, Eccles**

1. Bushey Wood, Eccles, as defined on the proposals map, is allocated and identified as an area of opportunity for development of approximately 1,514 dwellings. 900 dwellings are expected to be completed by 2031, with the remainder built in the post-plan period.
2. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, reflecting the phasing outlined in Appendix E and addressing the full requirements of the other policies in the Local Plan and delivering the necessary infrastructure to meet the needs of the development as identified in the Infrastructure Delivery Plan.
3. The masterplan, including a Transport Assessment, needs to make provision for key pieces of infrastructure necessary to support the development including:
  - primary school – 2 form entry

- secondary education – proportionate contribution to provision of a new school in the north-east part of the borough
  - road links to Bull Lane (north and south) and Court Road and other mitigation and improvement measures on the local network arising from the Transport Assessment
  - healthcare provision to meet the needs of the development
  - allotments & playing fields – replacement provision
4. The masterplan needs to be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement.
  5. Development will be required to respect the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB) in terms of design, scale, massing and materials having regard to the landscape character and the relevant policies in the Kent Downs AONB management plan. A Landscape and Visual Impact Assessment will be required to accompany a planning application for development that addresses the impact on the Kent Downs AONB and includes appropriate mitigation measures.
  6. Development should, where possible, maximise opportunities for net biodiversity gains on site and be sensitive to local wildlife habitats.

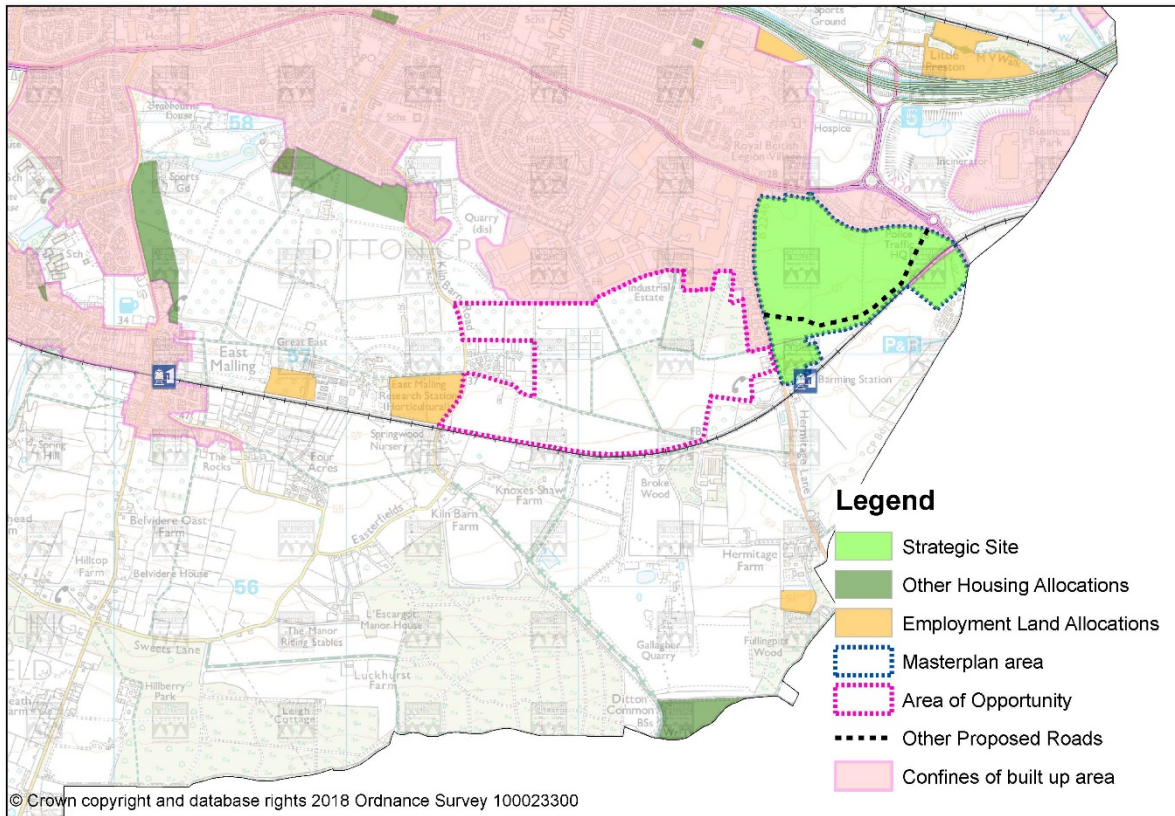
### **Strategic Site – South Aylesford**

- 5.1.11. This site is located in the north-east part of the borough in the Maidstone Housing Market Area and provides an opportunity to deliver additional highway infrastructure, as well as homes, to relieve congestion at existing junctions and, as a consequence, alleviate impacts on air quality. Opportunities should be maximised to enable safe sustainable travel to Barming Station and Maidstone Hospital which are in close proximity of the site. The extent of development identified in this strategic site was informed by the evidence, in particular the A20 VISUM Study, and consultation responses.
- 5.1.12. To help manage the master-planning of this site, a Planning Performance Agreement (PPA) will be expected. This will be prepared and agreed between the Borough Council and the applicant and will cover such matters as timescales, actions and resources. The PPA is considered essential to achieve the objectives of the policy.



5.1.13. An Area of Opportunity is identified in south Aylesford to address the longer-term development needs of the borough in the post plan period (after 2031). The delivery of this site will be dependent upon improvements to the local highway network including the A20/Mills Road/Hall Road junction and Coldharbour roundabout and improved connectivity to the strategic highway network.

**Figure 5: South Aylesford Masterplan Area**



**LP28: Strategic Site – South Aylesford**

1. South Aylesford, as defined on the proposals map, is allocated for development of approximately 1,000 dwellings.
2. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, reflecting the phasing outlined in Appendix E and addressing the full requirements of the other policies in the Local Plan and delivering the necessary infrastructure to meet the needs of the development as identified in the Infrastructure Delivery Plan.
3. The masterplan needs to make provision for key pieces of infrastructure necessary to support the development including:

- primary school – 2 form entry
  - secondary education – proportionate contribution to provision of a new school in the north-east part of the borough
  - link road - between Hermitage Lane and the 20/20 roundabout on the A20
  - highways – a proportionate contribution to improvements to the A20/Hall Road/Mills Road junction and local improvements to the Hermitage Lane/A 20 junction to mitigate impacts of the development
  - highways – a proportionate contribution to improvements at the southern end of Hermitage Lane at and leading to the junction between Fountain Lane and the A26 Tonbridge Road to mitigate impacts of the development
  - healthcare provision to meet the needs of the development
4. The link road between Hermitage Lane and the 20/20 roundabout on the A20, as illustrated on the proposals map, will be required to be completed and open before or by no later than the completion of 15% of the total number of dwellings within the masterplan area.
  5. The masterplan needs to be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement.
  6. Development should, where possible, maximise opportunities for net biodiversity gains on site.
  7. The development will be required to provide a wide range of opportunities for safe sustainable travel to Barming railway station and Maidstone Hospital.

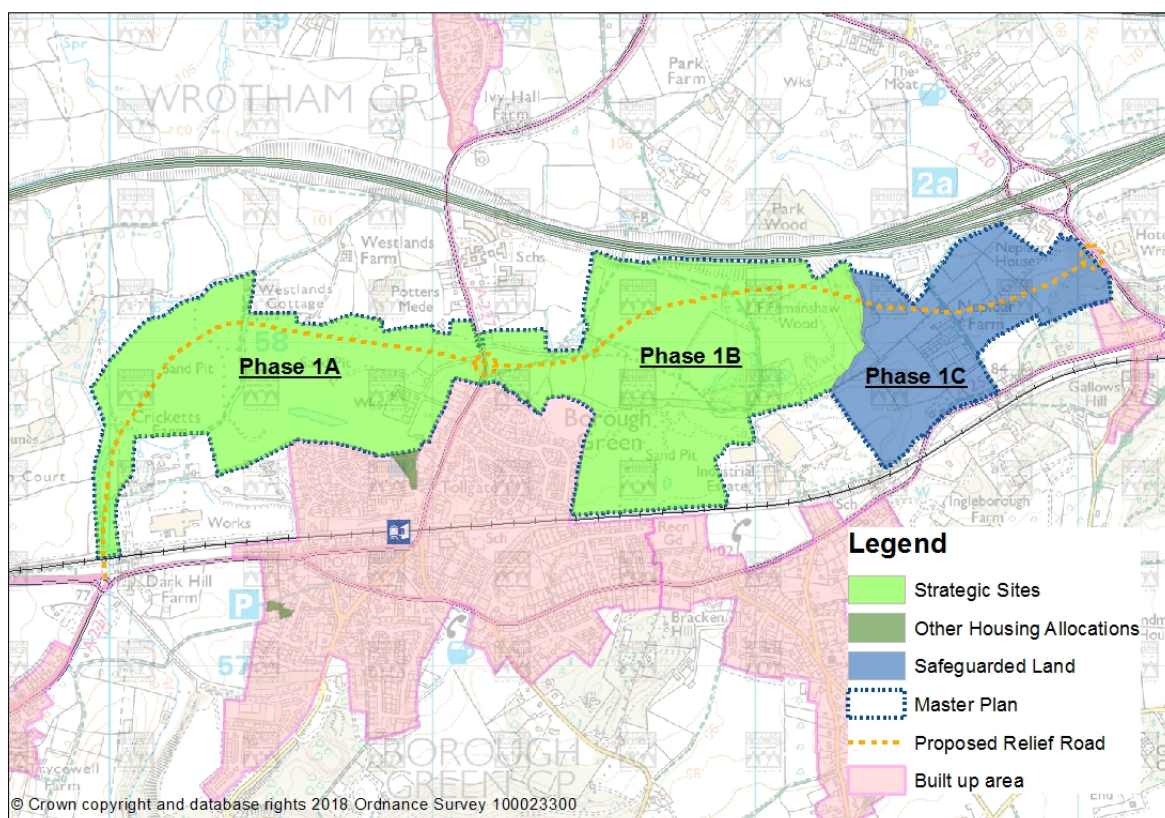
### **Strategic Site – Borough Green Gardens**

- 5.1.14. This site is located in the Sevenoaks/Tonbridge/Tunbridge Wells Housing Market Area and provides an opportunity to deliver not just a significant number of homes but also a relief road for Borough Green as an integral part of the development. This relief road will operate as the principal highway to carry traffic that currently passes through the rural service centre along the A25, thereby improving traffic conditions, air quality and pedestrian safety and general environmental conditions within Borough Green. In order for the

community to enjoy these benefits it is important that the relief road is delivered and fully operational during the early stages of the overall development and that the phasing of the road is co-ordinated with development to ensure there are no material detrimental impacts on traffic flows and related issues. The delivery and timing of the new road will be governed by Planning Obligation Agreements allied to any planning permissions granted.

- 5.1.15. This strategic allocation will provide a significant degree of sustainable development on currently 'despoiled' and inaccessible land that is well contained. It is capable of increasing the vitality of Borough Green centre by adding a significant population to support the local economy and services and can take advantage of the main line railway services.
- 5.1.16. The masterplan area identified on the proposals map will deliver homes during and beyond the plan period and make available new employment land. The majority of Phases 1A and 1B, 1,720 dwellings, are expected to be completed by 2031. The residual amount of Phases 1A and 1B, 380 dwellings, is anticipated to be delivered in the post-plan period along with Phase 1C, 900 dwellings. In order to effectively plan for this strategic site, Phases 1A, 1B and 1C are included in a masterplan area, as defined on the proposals map, which is subject to Policy LP30. Phase 1C has been taken out of the Green Belt and is identified as Safeguard Land to meet the longer-term development needs of the borough (see Policy LP 32).
- 5.1.17. To help manage the master-planning of this site, a Planning Performance Agreement (PPA) will be expected. This will be prepared and agreed between the Borough Council and the applicant and will cover such matters as timescales, actions and resources. The PPA is considered essential to achieve the objectives of the policy.

**Figure 6: Borough Green Gardens Masterplan Area**



**LP29: Strategic Site – Borough Green Gardens**

1. Borough Green Gardens, as defined on the proposals map, is allocated and safeguarded for development of approximately 3,000 dwellings. 1,720 dwellings are expected to be completed by 2031, with the remainder built in the post-plan period. The site will also provide for 2 ha of new employment land.
2. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, reflecting the phasing outlined in Appendix E and addressing the full requirements of the other policies in the Local Plan and delivering the necessary infrastructure to meet the needs of the development as identified in the Infrastructure Delivery Plan.
3. The masterplan needs to make provision for key pieces of infrastructure necessary to support the development including:

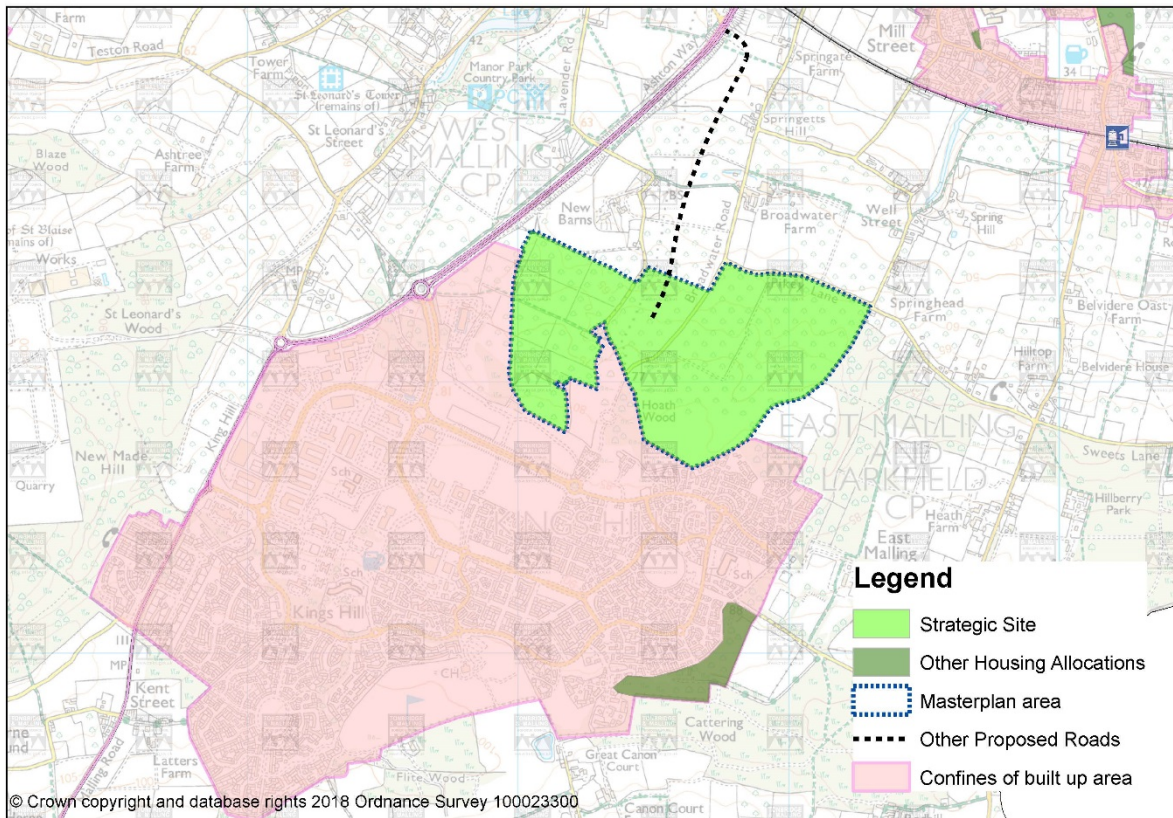
- a relief road as an integral part of the development – linking the A25 in the west to the A20 in the east at Nepicar providing relief along the A25 through Borough Green
  - 2 primary schools – 1 x 2 form entry; 1 x 3 form entry
  - secondary education – proportionate contribution to provision of a new school in the north-east part of the borough
  - healthcare provision to meet the needs of the development
4. The relief road linking the A25 in the west to the A20 in the east, as illustrated on the proposals map, will be required to be completed and open before, or by no later than, the occupation of 450 new dwellings, being 15% of the total number of dwellings allocated within the masterplan area.
  5. The masterplan will be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement and Planning Obligation Agreements covering the phasing and delivery of the infrastructure requirements identified in this policy.
  6. Within the Masterplan area residential and/or commercial development within the Kent Downs Area of Outstanding Natural Beauty (AONB) will only be permitted where it can be demonstrated that it makes a critical contribution to the deliverability of the overall development and where its design, scale, massing and materials are respectful of the local character, qualities and distinctiveness of the Kent Downs AONB. The relief road and development at the northern and western edges of the masterplan area will be required to be sensitively designed taking account of the relationship with the Kent Downs AONB and its setting. A Landscape and Visual Impact Assessment will be required to accompany a planning application for development that addresses the impacts on the Kent Downs AONB and includes appropriate mitigation measures.
  7. Development outside of the Kent Downs Area of Outstanding Natural Beauty (AONB) will be required to respect the setting of the AONB in terms of design, scale, massing and materials having regard to the landscape character and the relevant policies in the Kent Downs AONB management plan and complying with the requirements of Policy LP12.
  8. Development should, where possible, maximise opportunities for net biodiversity gains on site.

9. The development will be required to provide a wide range of opportunities for safe sustainable travel to Borough Green railway station and the centre of the settlement.

### **Strategic Site – Broadwater Farm, north of Kings Hill**

- 5.1.18. This strategic site is located in close proximity to the established settlement of Kings Hill and near to West Malling railway station with good services to London and junction 4 of the M20 with access to the wider strategic road network.
- 5.1.19. Taking account of the evidence and the input from infrastructure providers, plus the proximity of heritage assets, it is considered that approximately 900 homes could be developed at this location during the plan period. What is critical is the need to include pedestrian and cycle links to Kings Hill and the services and facilities it has to offer plus a wide range of opportunities for safe sustainable travel to the railway station at West Malling. A Transport Assessment addressing these issues, together with an assessment of access arrangements and any impacts on the local highway network will form part of the master planning process. In addition, protecting the setting of the New Barns and Broadwater Farm Conservation Area and ensuring that the form of development along the northern edge of the allocation is sensitive to local landscape and relief will be important.
- 5.1.20. The Transport Assessment will consider the merits of the proposed new access road to serve the development from the A228 at the junction with the railway station access road and other potential access arrangements. The detailed alignment and design of a new access road through the local landscape will be an important feature of the master-planning. There should be no permanent vehicular access to and from the site via the local network of rural lanes, except for emergency vehicles.
- 5.1.21. To help manage the master-planning of this site, a Planning Performance Agreement (PPA) will be expected. This will be prepared and agreed between the Borough Council and the applicant and will cover such matters as timescales, actions and resources. The PPA is considered essential to achieve the objectives of the policy.

**Figure 7: Broadwater Farm, north of Kings Hill Masterplan Area**



**LP30: Strategic Site – Broadwater Farm, north of Kings Hill**

1. Broadwater Farm, north of Kings Hill, as defined on the proposals map, is allocated for development of approximately 900 dwellings.
2. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, reflecting the phasing outlined in Appendix E and addressing the full requirements of the other policies in the Local Plan and delivering the necessary infrastructure to meet the needs of the development as identified in the Infrastructure Delivery Plan.
3. The masterplan, to be informed by a detailed Transport Assessment, needs to make provision for key pieces of infrastructure necessary to support the development including:
  - primary school – 2 form entry

- secondary school - land for, and a proportionate contribution to, a 6 form entry school
  - link road to the A228 opposite the station approach and any other appropriate access arrangements identified
  - healthcare provision to meet the needs of the development
4. The masterplan needs to be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement.
  5. The main site access road and junction with the A228 will be required to be completed in advance of the occupation of any of the dwellings.
  6. The access road will be required to be of a standard and width to safely and properly serve the whole development.
  7. The access road and the northern edge of the development will be required to be sensitively designed taking account of the local landscape and local heritage assets.
  8. Vehicular access to and from the development via the network of local rural lanes will not be permitted, with the exception of emergency vehicles.
  9. The development will be required to provide links with Kings Hill to enable residents to have safe access to the services and facilities the existing settlement has to offer.
  10. The development will be required to provide a wide range of opportunities for safe sustainable travel to West Malling railway station.
  11. Development should, where possible, maximise opportunities for net biodiversity gains on site.

### **Strategic Site – South-west Tonbridge**

5.1.22. This strategic site is located in close proximity to Tonbridge, the principal town in the borough. It includes land that was safeguarded in the LDF to meet the longer term housing needs of the borough. Now that we are reaching the end of the timeframe for the adopted development plan (2021) the Council has taken the decision to bring forward this safeguarded land for development.

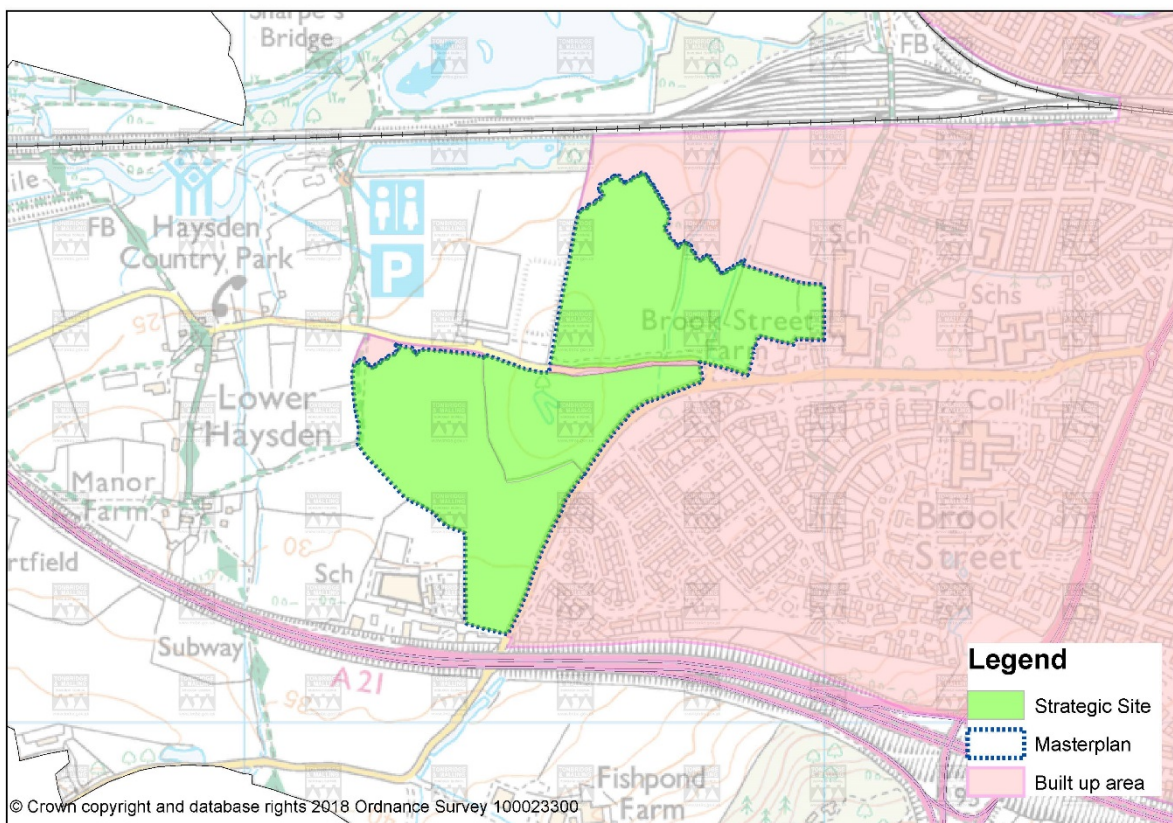
5.1.23. Taking account of the evidence and the character of the area and the current level of activity it is considered that approximately 480 dwellings could be developed at this location during the plan period. The site is located within



close proximity to the town centre and Tonbridge railway station which enjoys good train services to London. In addition, existing cycle routes, for example, the Tonbridge to Penshurst Place path, are close by. With these in mind, opportunities should be maximised to offer a wide range of safe, sustainable travel options to the town centre.

5.1.24. To help manage the master-planning of this site, a Planning Performance Agreement (PPA) will be expected. This will be prepared and agreed between the Borough Council and the applicant and will cover such matters as timescales, actions and resources. The PPA is considered essential to achieve the objectives of the policy.

**Figure 8: South-West Tonbridge Masterplan Area**



**LP31: Strategic Site – South-West Tonbridge**

1. South-west Tonbridge, as defined on the proposals map, is allocated for development of approximately 480 dwellings.
2. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, reflecting the phasing outlined in Appendix E and addressing the full requirements of the other policies in the Local

- Plan and delivering the necessary infrastructure to meet the needs of the development as identified in the Infrastructure Delivery Plan.
3. The masterplan needs to make provision for key pieces of infrastructure necessary to support the development including:
    - primary school – 2 form entry, either within south-west Tonbridge or Tonbridge Town
    - secondary education – proportionate contribution to expansion of existing provision in the wider Tonbridge area
    - mitigation at the junction of Brook Street and Quarry Hill
    - healthcare provision to meet the needs of the development
  4. The masterplan needs to be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement.
  5. The development will be required to provide a wide range of opportunities for safe sustainable travel to Tonbridge Town Centre including the railway station and existing established cycle routes.
  6. Development will be required to respect the setting of the High Weald Area of Outstanding Natural Beauty (AONB) in terms of design, scale, massing and materials having regard to the landscape character and the relevant policies in the High Weald AONB management plan. Development at the western edge of the masterplan area will be required to be sensitively designed taking account of the relationship with the High Weald AONB and its setting. A Landscape and Visual Impact Assessment will be required to accompany a planning application for development that addresses the impact on the High Weald AONB and includes appropriate mitigation measures.
  7. Development should, where possible, maximise opportunities for net biodiversity gains on site.

## **5.2. How will long-term housing needs beyond the Plan period be addressed?**

- 5.2.1. This Local Plan focuses on the period up to 2031. In addition to effectively addressing the assessed needs for development within this timeframe, it is important that the Plan also has regard to how longer-term development needs stretching beyond this period may be addressed, at least in part.

5.2.2. The Council has adopted two approaches to addressing longer-term development needs:

1. Identifying land between the confines of a settlement and the Green Belt and safeguarding it to address longer-term development needs.
2. Identifying areas of opportunity in parts of the borough outside of the Green Belt to address longer-term development needs.

### **LP32: Safeguarded Land**

1. The following area, as defined on the proposals map, is safeguarded land to help address future longer-term development needs of the borough beyond 2031:
  - a. Land north-east of Borough Green (Phase 1C of Borough Green Gardens Strategic Housing Allocation).
2. This area can only be released for development as part of the masterplan for the strategic allocation in accordance with Policy LP29.

### **LP33: Areas of Opportunity**

1. The following areas, as defined on the proposals map, are identified as areas of opportunity to help address the future longer-term development needs of the borough beyond 2031:
  - a. Bushey Wood, Eccles
  - b. East Malling Research Station, south Aylesford & Ditton
2. Land at East Malling Research Station can only be released for development in the post plan period once significant improvements to the A20/Mills Road/Hall Road junction have been implemented to the satisfaction of Kent County Council and the link between Hermitage Lane and the A20 at the 20/20 roundabout as required by Policy LP28 is complete and open and improvements to Junction 5 of the M20 motorway have been implemented..

### 5.3. What is the spatial distribution of economic development?

- 5.3.1. In addition to planning for homes, it is important that the Local Plan identifies opportunities for economic growth to provide job opportunities for the growing population and support for existing local businesses.
- 5.3.2. The Employment Land Review Update (November 2017) identifies a net need of 46.8 hectares of employment land that the Local Plan needs to address. Through the Call for Sites exercise the Council has identified approximately 38.5 hectares of additional employment land. It is anticipated that during the plan period there will be opportunities for the intensification of employment activity on some existing sites to help address the shortfall of need.
- 5.3.3. In addition to identifying new opportunities, it is important that existing employment sites are protected where there is a reasonable prospect of that site being used for that purpose during the lifetime of the Local Plan.
- 5.3.4. The Council recognises the need for a range of employment premises in terms of quality and size. Within existing employment areas, there is scope for intensification of development to provide for additional floorspace.

#### **LP34: Employment Sites and Land**

1. The following existing areas, as defined on the proposals map, are safeguarded for employment purposes for business (B1), general industrial (B2) and warehousing/distribution (B8) use:
  - a. Holborough, Snodland, with a quality of development reflecting the gateway status of the site
  - b. Land east of the bypass, Snodland
  - c. Ham Hill, Snodland
  - d. New Hythe area, Larkfield
  - e. Forstal Road, Aylesford (part)
  - f. Quarry Wood (west of Mills Road) including Priory Park
  - g. 20/20 Estate, Aylesford (part)
  - h. Branbridges, East Peckham
  - i. Bourne Enterprise Centre, Borough Green
  - j. Tonbridge Industrial Estate, (outside the area within the Central Tonbridge Area Action Plan).

- k. Laker Road, Bridgewood
- l. Little Preston, Aylesford
- m. Lower Bell, Aylesford
- n. Hall Road, Aylesford
- o. Platt Industrial Estate
- p. Long Pond Works, Borough Green
- q. Works, south of Cricketts Farm, Ightham

The following sites are located within the Green Belt and are also subject to the requirements of Policy LP11:

- r. The Alders Mereworth
- s. East of Tonbridge Road, Little Mill, East Peckham
- t. Nepicar Area West, London Road
- u. Winsor Works, London Road, Addington
- v. Tower Garage, Wrotham Hill, Wrotham

Areas suitable for Business Use (B1) only:

- w. North of Station Approach, Borough Green
- x. North of Fairfield Road, Borough Green
- y. Hermitage Lane, Aylesford, to be accessed only from Hermitage Lane
- z. Rockfort Road, Snodland

Mixed use areas:

- aa. Kings Hill - high quality, campus style Business Park suitable for offices, research and development and light industrial use (B1) including also hotel, conference, education and training and commercial leisure uses as part of the wider Kings Hill mixed-use development.
- ab. East Malling Research Station (main site) – suitable for offices, research and development and light industrial manufacturing (B1) including conference, education and training and any other uses that can be demonstrated to be related to, or support the operation of, the Research Station.
- ac. Bradbourne, East Malling – suitable for offices, research and development (B1), conference, education and training.

2. Development that results in the intensification of employment uses on the sites listed in this policy will be permitted provided that it is of an acceptable design to the locality and does not result in unacceptable impacts on the highway network, air quality and the amenity of the area and where it complies with the other policies in the Local Plan.
3. Development of the sites listed in this policy for non-employment uses will only be permitted where there is no reasonable prospect of the site being used for the identified purpose and it is of an acceptable design to the locality and does not result in unacceptable impacts on the highway network, air quality and the amenity of the area and where it complies with the other policies in the Local Plan.

### **Former Aylesford Newsprint Site, New Hythe**

- 5.3.5. The largest single employment site in the borough is located in New Hythe covering an area of 43.9 hectares. It was formerly occupied by Aylesford Newsprint which manufactured paper until the closure of the plant in 2015.
- 5.3.6. Given the size of the site and the identified need for employment land the Council will support new employment uses including light industry, general industry and storage and distribution. The Council recognises that future employment opportunities are likely to result in more intensive use of the site than the former paper making plant. With this will come more vehicular movements on the local road network. With this in mind, the Council will support future employment development provided that, as part of the scheme, Bellingham Way is opened up to provide vehicular access to Station Road. The expectation is that this link will be open in advance of the majority of the redevelopment taking place to minimise impacts on the local highway network. The A20 VISUM Study has demonstrated that this link would benefit several junctions along the A20 corridor. To manage the redevelopment of the site the Council will expect a masterplan to be prepared addressing matters including the phasing of the link between Bellingham Way and Station Road.

### **LP35: Employment Land: Former Aylesford Newsprint Site**

1. Development of the former Aylesford Newsprint site, as illustrated on the proposals map, for light industrial, general industrial and/or storage and distribution uses will be permitted provided that a vehicular access between Bellingham Way and Station Road forms part of the scheme and the development is of an acceptable design to the locality and does

not result in unacceptable impacts on the highway network, air quality and the amenity of the area and where it complies with the other policies in the Local Plan.

2. The vehicular access between Bellingham Way and Station Road will be required to be completed and open in advance of the majority of the development of the site taking place.
3. The prospective applicant should prepare a masterplan, to the satisfaction of the Council, delivering the necessary infrastructure to meet the needs of the development.
4. The masterplan needs to be prepared and completed in advance of the formal submission of the planning application. It shall be accompanied by a Planning Performance Agreement.

- 5.3.7. In addition to protecting existing employment sites and supporting, where appropriate, the intensification of their use, the Council will also support employment development on new sites to help address the identified need.

### **LP36: Employment Land Allocations**

1. The following sites, as defined on the proposals map, are allocated for employment development:
  - a. Land South of Hermitage Court, Hermitage Lane (1.4 ha) (B1 uses)
  - b. North of M20 Junction 5, Coldharbour Lane (7.3 ha) (B1 and B8 uses)
  - c. North of RBLI Warehouse, Aylesford (1.5 ha) (B1 and B8 uses)
  - d. Rochester Road, Borstal (1.3 ha) (B2 and B8 uses)
  - e. East Malling Research Station (East) (5.5 ha) (B1 uses)
  - f. East Malling Research Station (West) (2.3 ha) (B1 uses)
  - g. Branbridges Wharf, East Peckham (1.0 ha) (B1 and B2 uses)
  - h. Little Postern, Postern Lane, Tonbridge (10.8 ha) (B2 and B8 uses)
  - i. Munday Works, Tonbridge (1.7 ha) (B1 and B2 uses)
  - j. Rochester Airfield (3.7 ha) (B1 and B2 uses)
  - k. Borough Green Gardens (within the strategic site covered by Policy 29) (2 ha) (B1, B2 or B8 uses)

2. Development of the sites listed in this policy for employment uses will only be permitted where it is of an acceptable design to the locality and does not result in unacceptable impacts on the highway network, air quality and the amenity of the area and where it complies with the other policies in the Local Plan.

### **LP37: Other Employment Land Opportunities**

Development for employment uses on sites that do not feature in Policies LP34, LP35 and LP36 will be permitted provided that it does not result in unacceptable impacts on the highway network, air quality and the amenity of the area and where it complies with the other policies in the Local Plan.

## **5.4. How will the accommodation needs of Travellers and Travelling Showpeople be addressed?**

- 5.4.1. In August 2015 the Government published Planning Policy for Traveller Sites. This policy defines Travellers as '*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such*'.
- 5.4.2. The Borough Council commissioned specialist consultants to undertake an assessment of the accommodation needs of Travellers and Travelling Showpeople in the Borough (February 2018). The report concludes that the accommodation needs for the remaining plan period from 2017/18 to 2030/31 is for a PPTS need of 16 pitches and an additional two plots for Travelling Showperson for the same period. A need for a transit site for between 6 and 10 pitches has also been identified.
- 5.4.3. Given the limited land availability in the borough and the large areas of land protected and designated as Metropolitan Green Belt, opportunities for suitable located Traveller sites are limited. In order to meet the future need for pitches the Council will first protect the borough's permanently authorised sites, which may allow for opportunities for intensification and enhancement.
- 5.4.4. The Council is committed to meeting the recognised need for at least 16 additional pitches for Gypsies and Travellers over the plan period. The



Council is seeking some of the immediate needs through grant of individual permanent planning permissions where it is appropriate to do so.

- 5.4.5. Any applications for new sites, including transit sites, should demonstrate that criteria in Policy LP38 (3) can be met and that they are in accordance with all other relevant policies in the Local Plan.

### **LP38: Travellers and Travelling Showpeople**

1. The following sites, as identified on the proposals map, are safeguarded for the provision of accommodation for Travellers as defined in national policy.

- i. Windmill Lane, Teston Road, West Malling
- ii. Coldharbour Lane, Aylesford
- iii. Orchard Place, Teston Road, Offham, West Malling
- iv. Land at Orchard Farm, Well Street, East Malling
- v. Old Orchard, Rochester Road, Aylesford
- vi. Springfield Place, Hadlow

Any other sites receiving permanent planning permission during the plan period will also be safeguarded.

Proposals for upgrading, enhancement or intensification of these sites will be permitted where they accord with the relevant policies in the Local Plan.

2. The following sites, as identified on the proposals map, are safeguarded for the provision of accommodation for Travelling Showpeople:

- i. Redgates, Snodland
- ii. Greengates, Snodland

3. Proposals for the development of Traveller or Travelling Showpeople sites providing for accommodation and associated facilities and infrastructure that are not safeguarded by this policy will only be permitted where they accord with the relevant policies in the Local Plan and where all of the following criteria are met:

- a. Residential or rural amenity is not prejudiced as a result of visual intrusion, excessive noise, lighting, traffic generation or activity at unsocial hours; and
- b. The site respects the scale of, and does not dominate, the nearest settled community; and
- c. The site can adequately be accessed by vehicles towing caravans and there is safe pedestrian and cycle access to the site; and
- d. The site is reasonably accessible to shops, schools and other community facilities on foot, by cycle or public transport; and
- e. The site has or will have a supply of essential services such as mains gas and electricity, water, sewerage and drainage and waste disposal; and
- f. The site is not located in an area at high risk of flooding; and
- g. The layout of the site, its associated facilities and landscaping will be designed to a high standard including pitches, hardstandings, amenity blocks, amenity and play spaces and boundary treatments.

## **6. Managing Development – local requirements**

### **6.1. How will development be managed?**

- 6.1.1. In addition to the strategic borough-wide policies set out in chapter 4, the Council will apply a range of local requirements to development in order to ensure high quality environments are delivered.
- 6.1.2. The requirements set out in the policies in this chapter have been informed by the viability assessment of the whole Plan. This piece of evidence demonstrates that the standards set out in this chapter will not, alone or in combination, put at risk the deliverability of the development strategy.
- 6.1.3. In setting the thresholds for many of the requirements the Council has had regard to the Government's objective of enabling small scale developers to be able to access and take an active part in local housing markets as well taking account of the outputs from the viability work.

#### **Affordable Housing**

- 6.1.4. The need for affordable housing is a significant issue in Tonbridge & Malling. The Strategic Housing Market Assessment (SHMA) has identified a need for affordable housing of 277 dwellings per annum. The assessment has concluded that the split should be 70% affordable/social rent and 30% intermediate tenures.
- 6.1.5. The Council needs to be mindful of the wider policy and financial context for delivering affordable housing and how it can best secure, moving forward during the plan period, products that address, as far as possible, local need. It is essential that a mismatch between delivery and need is avoided.
- 6.1.6. With this in mind, the Council will expect affordable rent to be capped at the relevant Local Housing Allowance level. This will enable the majority of people in housing need, in particular smaller households, to be able to access these products. In some instances this may mean affordable rent being set below 80% of the local market rent. This is very important if the products are to be genuinely affordable. In terms of intermediate tenures, the Council is open to considering a range of possible products, although regard will be had to local housing need information available at the time the planning application is determined.

6.1.7. The requirements set out in Policy LP39 were informed by the whole plan viability assessment which concluded that the percentage figures are reasonable and would not put at risk the deliverability of the development strategy including key infrastructure to support new housing. The whole plan viability work determined that there are two market value areas across the borough (as illustrated in Appendix F):

1) the north-east part of the borough (the wards of Aylesford North and Walderslade, Aylesford South, Burham and Wouldham, Ditton, East Malling, Larkfield North, Larkfield South, Snodland East and Ham Hill, Snodland West and Holborough Lakes, West Malling and Leybourne); and

2) higher value area covering the remainder of the borough.

6.1.8. For the higher value area, which represents the majority of the borough, the viability work determined that a 40% requirement would be deliverable. For the lower value area, the viability work determined that 30% could be realistically achieved on strategic sites (approximately 500 units +) and 25% on the non-strategic sites.

6.1.9. Given that this policy position has been informed by viability work, the Council will expect these requirements to be reflected fully in planning applications.

### **LP39: Affordable Housing**

1. Affordable housing provision will be sought as part of residential development of 11 dwellings or more or which have a combined gross floorspace of greater than 1,000 square metres (gross internal area).
2. The following levels of affordable housing provision will be required:
  - i. 40% of the total number of dwellings on development sites located in the areas outside of the north-east part of the borough<sup>2</sup> as defined on the map in Appendix F.
  - ii. 30% of the total number of dwellings on development sites of 500 units or more located in the north-east part of the borough<sup>3</sup> as defined on the map in Appendix F.

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<sup>2</sup> The majority of the borough excluding the wards of Aylesford North and Walderslade, Aylesford South, Burham and Wouldham, Ditton, East Malling, Larkfield North, Larkfield South, Snodland East and Ham Hill, Snodland West and Holborough Lakes, West Malling and Leybourne

<sup>3</sup> the wards of Aylesford North and Walderslade, Aylesford South, Burham and Wouldham, Ditton, East Malling, Larkfield North, Larkfield South, Snodland East and Ham Hill, Snodland West and Holborough Lakes, West Malling and Leybourne

- iii. 25% of the total number of dwellings on development sites of fewer than 500 units in the north-east part of the borough as defined on the map in Appendix F.
3. The following tenure split will be sought:
  - i. 70% rent capped at the Local Housing Allowance
  - ii. 30% intermediate products, as defined in the National Planning Policy Framework
4. The type of affordable housing product sought will be assessed on a case-by-case basis taking account of the local housing need.
5. Affordable housing will be provided on site unless circumstances demonstrate that this is not possible, in which case the affordable housing will be provided on an alternative site within the vicinity of the development site. A commuted sum commensurate to the affordable housing requirement to be agreed by the Council will only be considered where it can be demonstrated that neither on site provision or provision on an alternative site within the vicinity of the development site is possible.
6. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the existing gross floorspace will be deducted from the overall affordable housing contribution calculation.
7. Where a site is sub-divided, the amount of affordable housing sought will reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme.
8. Where an application does not meet the affordable housing requirements it will need to be supported by an open book viability assessment.
9. Affordable housing will be sought from new residential developments providing for all types of residential accommodation including specialist older persons, extra care and sheltered housing, other than residential care accommodation.

## Mix of Housing

- 6.1.10. There are a range of factors which influence the demand for different sizes of homes including demographic changes, future growth in real earnings and households' ability to save, economic performance and housing affordability. The SHMA has identified indicative requirements for different dwelling sizes across market and affordable housing that the Council will have regard to when implementing the following policy.

## **LP40: Mix of Housing**

Major residential development of 10 or more units should provide a mix of dwelling types having regard to the evidence in the Strategic Housing Market Assessment.

## **Publicly Accessible Open Space**

- 6.1.11. Publicly accessible open space as part of residential development can achieve many benefits. When it is well designed and forms an integral part of the development it can result in a high quality environment that can benefit the well-being of the residents. In addition the right open space at the right location can provide opportunities for residents of all ages to pursue active lifestyles for the benefit of their health. Furthermore, open space, particularly natural greenspaces, can make a positive contribution to the ecological network by providing opportunities for habitat creation.
- 6.1.12. As part of the evidence gathering, the Council referred to the Fields in Trust national benchmarks (2015), which provided a useful check on the emerging standards. The Council recognises that advancements in technology mean that artificial turf represents a genuine alternative to grassed surfaces for playing pitches. The durability of artificial turf means that it is a surface that can be used more intensively than traditional grassed pitches enabling more people to take part in active lifestyles. This is important given the wider context of worsening childhood obesity. With this in mind the Council will be supportive, where appropriate, of the provision of artificial turfed playing pitches. The standards feature in Appendix R along with the implementation process.

## **LP41: Publicly Accessible Open Space**

1. Major residential development of 10 or more dwellings will be required to provide publicly accessible open space in accordance with the standards and implementation process set out in Appendix R.
2. Publicly accessible open space provision should, where practicable and proportionate, include opportunities for habitat creation to help strengthen the wider Green Infrastructure and Ecological Network as illustrated on the diagram in Appendix C.
3. Publicly accessible open space provision that includes artificial turfed playing pitches will be supported providing it does not conflict with the

other criteria in this policy and other policies in the Local Plan. Where high quality durable artificial turfed pitches are provided as part of the publicly accessible open space provision the Council may be willing to compromise on the quantity standard provided it can be demonstrated that the playing pitches will be used more intensively than the grassed alternative.

4. Publicly accessible open space provision is required to be supported by a clear long-term management plan.

## **Parking Standards**

- 6.1.13. Kent County Council, as the highways authority for Tonbridge & Malling, has produced a set of parking standards for residential development. These are known as Kent Design Guide Review: Interim Guidance Note 3. The Council will treat these standards as guidance when taking decisions on planning applications for residential development and a starting point for determining acceptable parking provision.
- 6.1.14. Achieving the most appropriate car parking provision is important in making each new development function well in its own way and in the locality in which it is located. Recognising this, alongside the guidance the Council will also take full account of the proposed layout of development, the prevailing character of the local area, the proposed mix of the development and proximity to public transport nodes when taking decisions on what amount of parking would be acceptable.
- 6.1.15. The Council is mindful of the growth in electric vehicle ownership and how this is likely to increase significantly during the duration of the Local Plan. Given that this Plan will manage the delivery of homes that will have a life span of several decades it makes sense that provisions are made in new development so that they can provide opportunities for home owners to charge electric vehicles if they wish to own such vehicles. Not only will this help with future proofing developments but also help to make a big difference in terms of improving air quality because of the zero emissions.
- 6.1.16. Including electric vehicle charging points as part of residential developments does raise the issue of energy management. There is a concern that the draw from the National Grid may be concentrated during the early evening peak period when residents return home and plug in their vehicles. However, there are opportunities for the smart management of energy including

Vehicle to Grid (V2G) which enables electric vehicles to act as a contributor to the National Grid at peak times whilst charging at off-peak times during the night. These opportunities are likely to be more wide-spread across the plan period as electric vehicle ownership increases, technologies advance and more products become available on the market.

- 6.1.17. For non-residential development, as well as the prevailing parking standards the Council will also have regard to the proposed layout of development, the mix of the development and proximity to public transport nodes when taking decisions on what amount of parking would be acceptable. The Council will seek the provision of opportunities for the charging of electric vehicles for employees and customers.
- 6.1.18. In addition to parking provision for motorised-vehicles, it is important that developments make provision, where practicable and proportionate, for parking of non-motorised forms of transport, in particular cycle parking. To be an attractive option, the cycle parking facilities need to be sited in a convenient, safe, secure and sheltered location.

#### **LP42: Parking Standards**

1. As a starting point for decision-taking on acceptable parking provision in developments, the standards set out in Appendix G (residential development) and Appendix H (non-residential development) shall be used as guidance.
2. In addition to the parking standards the Council will take account of local circumstances including the layout of the development, the mix of dwellings, the character of the local area and the proximity of public transport nodes when determining what would represent an acceptable proportionate provision of parking.
3. New dwellings will be required to make provision of a charging point for electric vehicles as an integral part of the design of each individual property. The charging point will need to be secure and conveniently located to the parking area.
4. Non-residential development should, where practicable and proportionate, make provision for the parking and charging of electric vehicles and for cycle parking facilities which should be sited in a convenient, safe, secure and sheltered location.



## Housing Technical Standards

- 6.1.19. The Government has created a new approach for the setting of technical standards for new housing following the Housing Standards Review. This rationalises the many differing existing standards into a simpler, streamlined system which will reduce burdens and help bring forward much needed new homes. The Government set out its policy on the application of these standards in decision-taking and plan-making in a [written ministerial statement](#), which also withdraws the Code for Sustainable Homes aside from legacy cases.
- 6.1.20. Through the national [Planning Practice Guidance](#), the government has provided opportunities to introduce the nationally described internal space standard and exceed minimum standards required by Building Regulations in respect of access and water. The expectation is that this should be pursued through local plan-making, taking account of local evidence and viability. This is what the Council has done.

### Housing Technical Standards: Internal Space Standard

- 6.1.21. The Council consulted on the inclusion of the Government's nationally described space standard for residential development at the Reg.18 stage of plan-making and assessed the viability of delivering homes built to this standard. The outcome of this process is that the Council will require residential development of 10 units or more to be built to the Government's nationally described internal space standard.

#### LP43: Internal Space Standard

Major residential development will be required to meet the Government's nationally described space standard.

### Housing Technical Standards: Water Efficiency Standard

- 6.1.22. The Government recognises that managing the demand for water The Council consulted on the option of requiring new homes to meet the tighter optional Building Regulations standard on water efficiency at the Reg.18 stage of plan-making. The mandatory national standard in the Building Regulations at the time this Plan was prepared is 125 litres/person/day. The tighter optional requirement is 110 litres/person/day.

### **LP44: Water Efficiency Standard**

New dwellings will be required to meet the Building Regulations optional requirement for tighter water efficiency of 110 litres/person/day.

### **Housing Technical Standards: Accessibility Standard**

- 6.1.23. In planning for new homes it is important that inclusion and community cohesion is promoted and that safe, accessible environments are created.
- 6.1.24. With this in mind, the Council consulted on the option of requiring a proportion of new homes to provide enhanced accessibility or adaptability in accordance with the optional requirements of Part M – Category 2 of the Building Regulations (Accessibility and Adaptability). The Government makes it very clear in the [Planning Practice Guidance](#) that Local Plan policies for wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.

### **LP45: Accessibility and Adaptability Standard**

Major residential development will be required to build 25% of the dwellings to the requirements of Part M4(2) (accessible and adaptable dwellings) of the Building Regulations.

### **Self-Build and Custom House Building**

- 6.1.25. The expectation of the Government is that local council's should maintain a register of people interested in self-build or custom house building. As part of the response, the Local Plan needs to provide opportunities for those who have registered their interest to build or be involved in building their own project.
- 6.1.26. Taking account of the level of interest already expressed in self-build and custom house building it is considered that for the strategic housing allocations the requirement should be lowered, otherwise there is a danger of over provision.

## **LP46: Self-Build and Custom House Building**

1. Residential development of 20 dwellings or more, with the exception of the strategic housing allocations as set out in policies LP27 to LP31, will be required to make provision for at least 5% of the serviced plots to be made available for self-build or custom house building.
2. Residential development on the strategic housing allocations as set in policies LP27 to LP31 will be required to make provision for at least 2% of the serviced plots to be made available for self-build or custom house building.
3. The self-build or custom house building projects will be required to be of a high quality design meeting the requirements of Policy LP14 in the Local Plan.
4. The serviced plots will need to be made available and marketed for self-build and custom house building projects for a period of at least 12 months, after which time the serviced plots can be developed for market housing.

## **Community Infrastructure Levy**

- 6.1.27. The Council considers that the scope for introducing a Community Infrastructure Levy (CIL) in Tonbridge & Malling is a matter to be informed by Local Plan evidence but to take place outside of the Local Plan process.

## 7. Monitoring

### 7.1. How will the Local Plan be monitored?

7.1.1. The performance of the Local Plan will be monitored on a yearly basis through the Annual Monitoring Report (AMR). In particular a housing land supply position will be detailed to measure performance against the Objectively Assessed Need (OAN) for housing.

7.1.2. **Monitoring indicators** – These are set out in Appendix S and cover:

- Number and nature of departures from the Local Plan granted consent per year
- appeals lost against the Local Plan
- Successful delivery of schemes in the IDP
- Area of designated sites
- Progress on allocated housing sites per annum
- Number of plots for self-build units consented per annum
- Number and tenure of affordable homes delivered
- Number of dwellings of different sizes (measured by number of bedrooms) consented per annum
- Total amount of class B employment floorspace consented/completed by type per annum
- Area of (ground floor) retail floorspace consented with Tonbridge Town Centre
- Delivery of Gypsy and Traveller pitches
- Area (ha) of habitat
- Number of new dwellings failing to meet the Building regulations requirements on water efficiency
- Number of units that do not comply with internal space standards

- Area of open space
- Provision of Travel Plans



## **8. Appendices**

The appendices cover the following matters:

- Appendix A: Glossary of Terms
- Appendix B: Key Diagram
- Appendix C: Green Infrastructure and Ecological Network
- Appendix D: Tonbridge - Central Area and Town Centre Core
- Appendix E: Housing Trajectory (phasing)
- Appendix F: Affordable Housing: Value Areas
- Appendix G: Parking Standards: Residential Development
- Appendix H: Parking Standards: Non-Residential Development
- Appendix I: Residential Extensions: Technical Guidance
- Appendix J: Special Areas of Conservation (SAC)
- Appendix K: Sites of Special Scientific Interest (SSSIs)
- Appendix L: Historic Parks & Gardens
- Appendix M: Scheduled Ancient Monuments
- Appendix N: Conservation Areas
- Appendix O: Local Sites
- Appendix P: Open Spaces (publicly accessible)
- Appendix Q: Allotments
- Appendix R: Open Space – standards plus a process for implementing the standards to follow
- Appendix S: Monitoring Indicators





## **Appendix A: Glossary of Terms**



## Appendix A: Glossary of Terms

*Similar to the Glossary in the Reg.18 consultation document supplemented with additional terms referenced in this Local Plan. See below.*

Please also refer to the Glossary in the [National Planning Policy Framework](#).

**Affordable Housing:** This is housing that is made available below the full market value for those people who are unable to compete on the open market and includes, for example, shared ownership, affordable rent and social rent products. A more detailed definition is set out in the [National Planning Policy Framework Glossary](#).

**Areas of Outstanding Natural Beauty Management Plans:** Both the Kent Downs and High Weald Areas of Outstanding Natural Beauty have their own Management Plans 2014-2019, prepared in partnership with the relevant Local Authorities, to support the management of these landscapes.

**Biodiversity Opportunity Areas:** These identify where habitat enhancement, restoration and recreation should be focused in order to secure the maximum biodiversity benefits including the best opportunities for establishing large habitat areas and/or ecological networks at a landscape scale to support flora and fauna. Six BOAs have been identified across the District, and these include a range of UK Biodiversity Action Plan (BAP) Priority Habitats, some of which contribute significantly to Kent's overall resource, as well as some protected and priority species.

**Brownfield land:** This refers to land that has been previously developed.

**Constraints:** These are designations and/or policies that restrict the development potential of a site.

**Deliverability:** This refers to the economic viability of sites and whether or not there is a reasonable prospect of a site being developed within the plan period up to 2031.

**Density:** This is the number of dwellings per hectare and it is applied to calculate the development potential.

**Employment Land Review:** This study provides an up-to-date understanding of the potential employment growth in Tonbridge & Malling Borough to help inform employment targets in the new Local Plan, as well as an updated assessment and review of existing employment land and premises.

**Flood Risk:** This refers to the probability of an area being susceptible to flooding from all sources including rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

**Infrastructure:** This includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, open spaces which are needed to support and serve communities living in developments.

**[Kent Biodiversity Strategy](#):** This is prepared by the Kent Local Nature Partnership (LNP) and identifies the priorities for the natural environment in Kent and uses the results of the Kent Habitat Survey 2012 and [2015 Biodiversity Opportunity Areas](#) (BOAs) to identify where action should take place.

**National Planning Policy Framework:** This sets out the Government's planning policies for England and how these are expected to be applied. It provides the wider context for the Local Plan.

**National Planning Practice Guidance:** This sets out how the Government's expects the planning policies in the National Planning Policy Framework to be interpreted and implemented.

**Objectively Assessed Need:** The Objectively Assessed Need (OAN) is the overall need for housing across the borough that has been calculated for the period 2011-2031.

**Safeguarded Land:** This is land between the urban areas and the Green Belt identified in the Council's existing Development Plan in order to meet longer-term development needs.

**Strategic Housing Market Assessment:** The Strategic Housing Market Assessment (SHMA) is a piece of evidence that provides an understanding of housing market dynamics, an assessment of future housing needs for both market and affordable housing and the housing requirements of different groups within the population.

**Strategic Land Availability Assessment:** This identifies a potential future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period.

**Sustainable Development:** This is growth that meets the social and economic needs of the community within the environmental limits without compromising the ability of future generations to meet their own needs.

**Sustainability Appraisal:** This is an audit of the environmental, economic and social credentials of the strategy and policies in the Local Plan.













**Viability:** This refers to the economic costs of delivering development and whether or not there is a reasonable prospect of development taking place on a site within the plan period up to 2031.

## **Appendix B: Key Diagram**



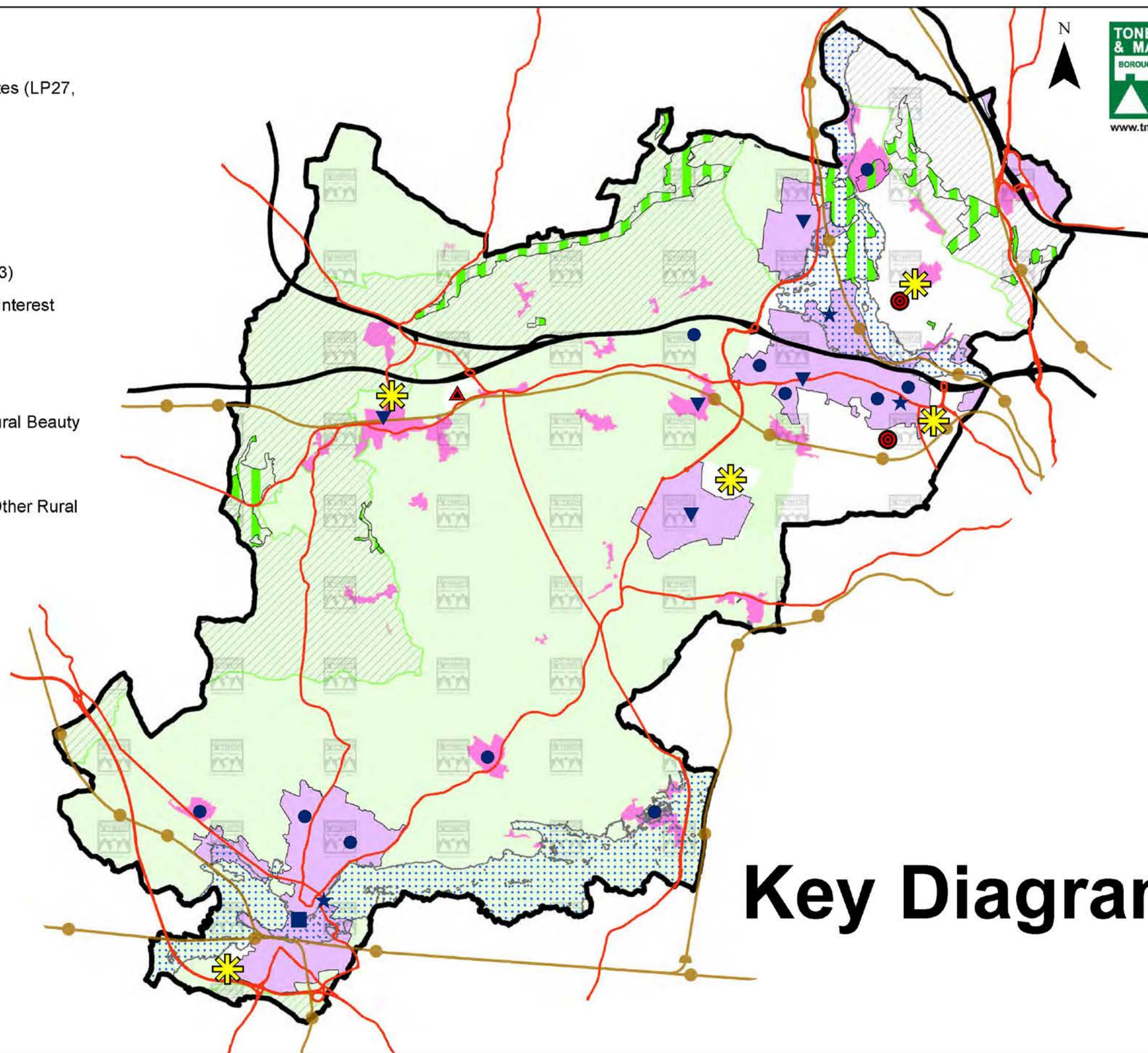


**Key**

-  Strategic Development Sites (LP27, LP28, LP29, LP30, LP31)
-  Safeguarded Land (LP32)
-  Railway lines
-  A Roads
-  Motorways
-  Areas of Opportunity (LP33)
-  Sites of Special Scientific Interest
-  Flood Risk (LP17)
-  Urban Areas (Policy LP5)
-  Areas of Outstanding Natural Beauty (LP12)
-  Green Belt (LP11)
-  Rural Service Centres & Other Rural Settlements (LP5)

**Retail Hierarchy**

-  Out-of-Centre
-  Local Centre
-  District Centre
-  Town Centre



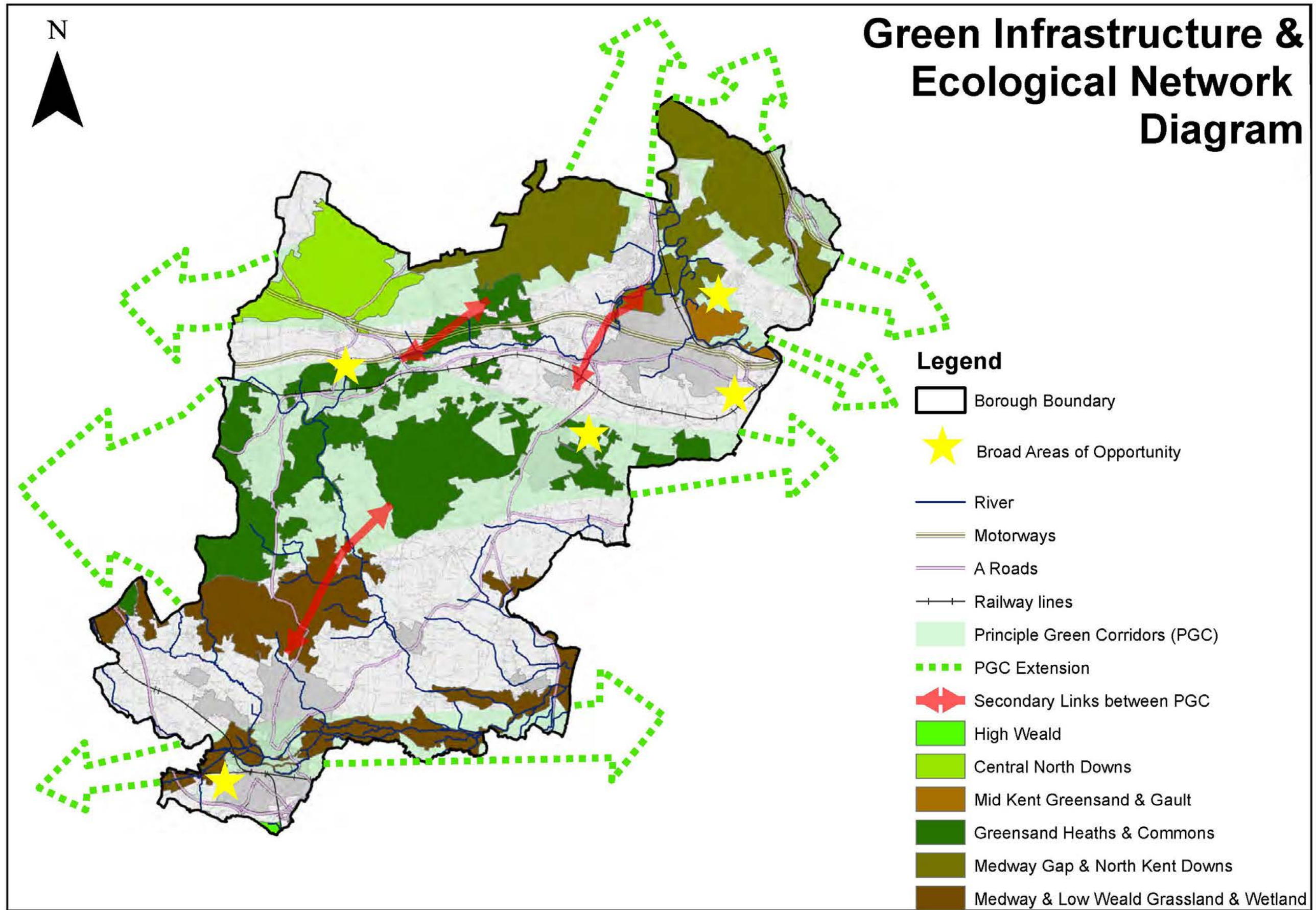
# Key Diagram





## **Appendix C: Green Infrastructure and Ecological Network**



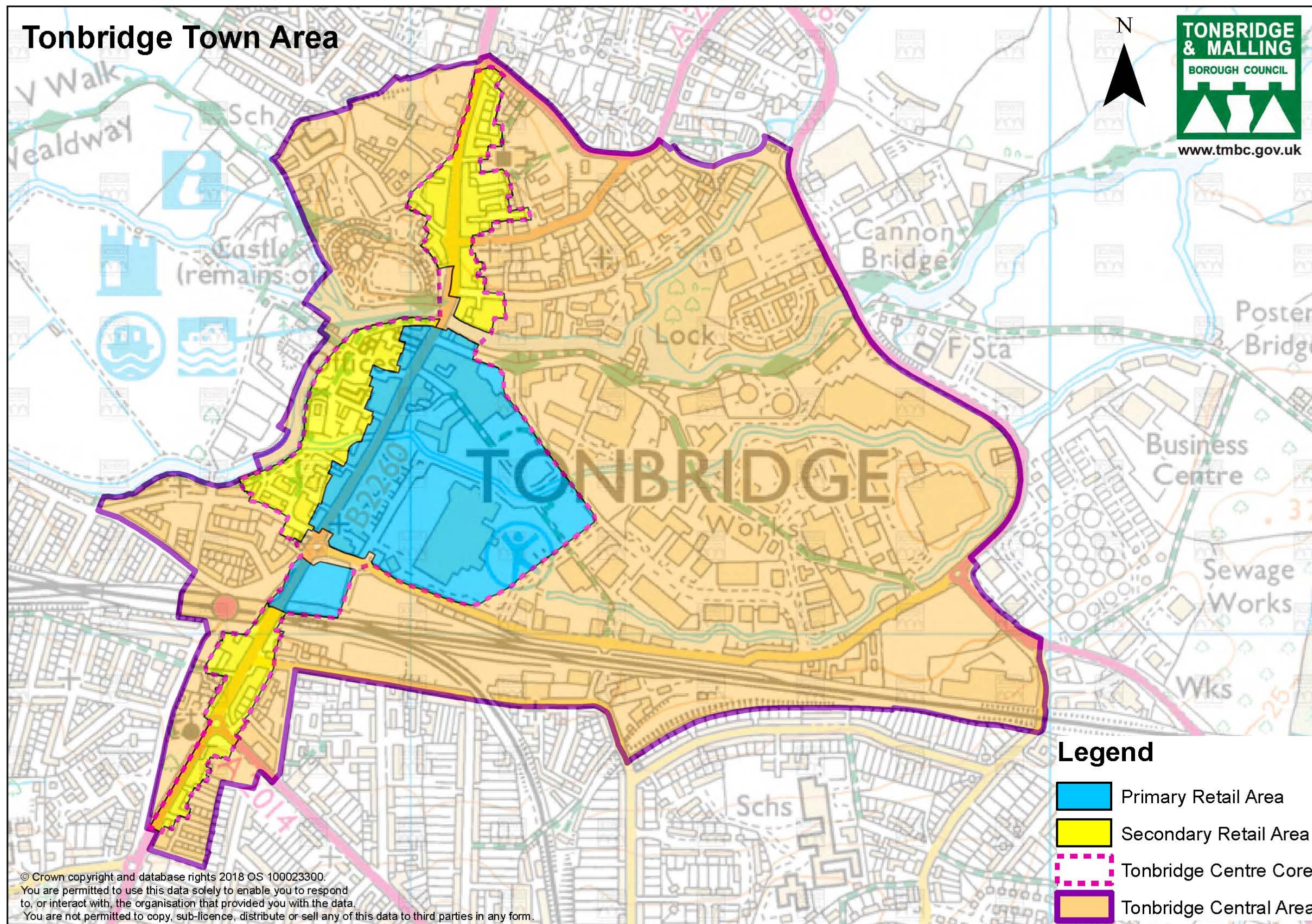


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## **Appendix D: Tonbridge Central Area and Core**









## **Appendix E: Housing Trajectory for LP25 Sites**



## Housing Trajectory for LP25 Sites

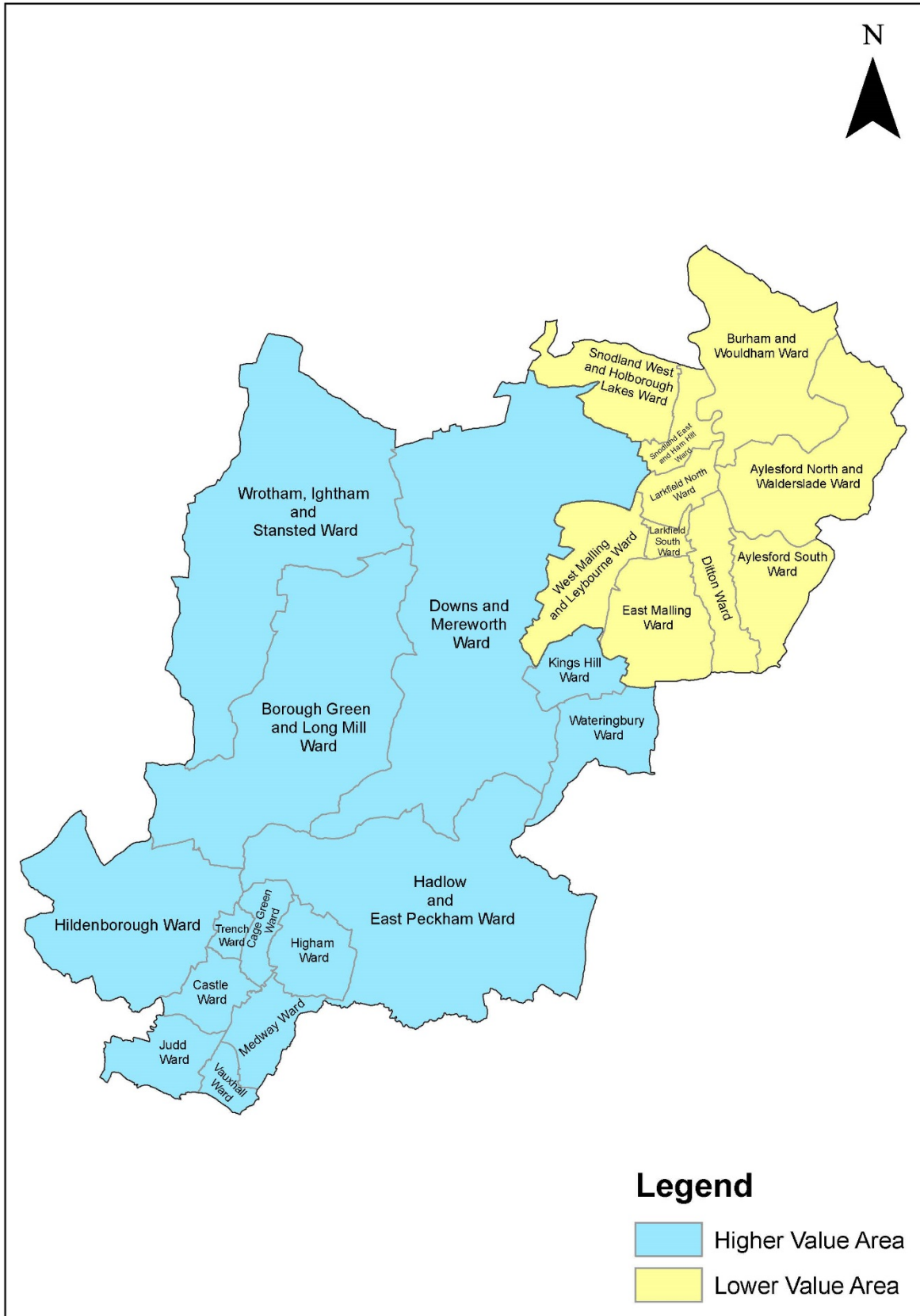
Site Ref	Site Name	Ward	Yield	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	Up to 2031	Post 2031
a	Bushey Wood Phase 1, Eccles	Aylesford North and Walderslade	900						75	150	150	150	150	125	100	900	0
	Bushey Wood Phase 2, Eccles	Aylesford North and Walderslade	614														614
b	Rear of Robin Hood Lane, Blue Bell Hill	Aylesford North and Walderslade	26		26											26	0
c	109 Hall Road, Aylesford	Aylesford South	5				5									5	0
d	Oil Depot, Station Road, Aylesford	Aylesford South	14		14											14	0
e	Nu-Venture Coaches, Mill Hall, Aylesford	Aylesford South	8				8									8	0
f	Land off Oakapple Lane, Barming	Aylesford South	118		40	78										118	0
g	South Aylesford (east of Hermitage Lane)	Aylesford South	1,000				75	150	150	150	150	150	150	25		1,000	0
h	Borough Green Gardens Phase 1A + 1B	Borough Green and Long Mill	2,100						40	160	240	320	320	320	320	1,720	380
	Borough Green Gardens Phase 1C	Borough Green and Long Mill	900													0	900
i	Southways, Staleys Road, Borough Green	Borough Green and Long Mill Ward	7	7												7	0
j	Bell Lane, Burham	Burham and Wouldham	58						58							58	0
k	Land off Cobdown Close, Ditton	Ditton	9	9												9	0
l	Station Road, Ditton	Ditton	6	6												6	0
m	North of London Road, Ditton	Ditton	13	13												13	0
n	East Malling Research Station (Small Parcel)	Ditton	23		23											23	0
o	East Malling Research Station (Ditton edge)	Ditton	216		40	80	80	16								216	0
p	East Malling Research Station (Parkside)	East Malling	205		40	80	80	5								205	0
q	Barfield House, Teston Rd, Offham	Downs and Mereworth	15	15												15	0
r	Park House, 110-112 Mill Street, East Malling	East Malling	5		5											5	0
s	Court Lane Nurseries, Hadlow	Hadlow and East Peckham	66		40	26										66	0
t	South of Church Lane, East Peckham	Hadlow and East Peckham	35		35											35	0
u	Carpenters Lane, Hadlow	Hadlow and East Peckham	25		25											25	0
v	Church Lane, East Peckham	Hadlow and East Peckham	23		23											23	0
w	North of The Paddock, Hadlow	Hadlow and East Peckham	156		40	80	36									156	0
x	Land at Stocks Green Road, Hildenborough	Hildenborough	105		40	65										105	0
y	Kings Hill – remainder	Kings Hill	65		40	25										65	0

Site Ref	Site Name	Ward	Yield	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	Up to 2031	Post 2031
z	North of Kings Hill	Kings Hill/ East Malling	900				65	95	95	95	95	95	95	95	95	825	75
aa	Tonbridge Farm	Tonbridge - Castle	54		40	14										54	0
ab	North of Dryhill Park Road, Tonbridge	Tonbridge - Castle	44		44											44	0
ac	South West Tonbridge	Tonbridge - Judd	480				40	80	80	80	80	80	40			480	0
ad	South of Vauxhall Gardens, Tonbridge	Tonbridge - Medway	61		40	21										61	0
ae	Coblends Nursery, Trench Road, Tonbridge	Tonbridge - Trench	319			40	80	80	80	39						319	0
af	Drayton Road Industrial Estate, Tonbridge	Tonbridge - Vauxhall	51		40	11										51	0
ag	East of Offham Road, West Malling	West Malling and Leybourne	12	12												12	0
ah	Rear of London Road and Town Hill, West Malling	West Malling and Leybourne	110		40	70										110	0
ai	Land at Howlands Allotments, Wrotham	Wrotham, Ightham and Stansted	39		39											39	0
aj	North of Fairfield Road, Borough Green	Borough Green and Long Mill	16	16												16	0
			<b>8,802</b>	<b>78</b>	<b>674</b>	<b>590</b>	<b>469</b>	<b>426</b>	<b>578</b>	<b>674</b>	<b>715</b>	<b>795</b>	<b>755</b>	<b>565</b>	<b>515</b>	<b>6,834</b>	<b>1,968</b>

## **Appendix F: Affordable Housing: Value Areas**



### Affordable Housing: Value Areas







## **Appendix G: Parking Standards – Residential Development**



## Parking Standards: Residential Development

Garages (and car barns unless the right to enclose them for use as storage is simultaneously removed by condition) do not form part of the supply-side in any parking provision calculation.

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 5)	MINIMUM (Note 5)
<b>1 &amp; 2 BED FLATS</b>	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
<b>1 &amp; 2 BED HOUSES</b>	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
<b>3 BED HOUSES</b>	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
<b>4+ BED HOUSES</b>	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 6)	Allocation of both spaces possible (Note 6)

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ADDITIONAL VISITOR PARKING (Note 4)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

**NOTES**

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. May be reduced where main provision is not allocated. Not always needed for flats.
5. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
6. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

## **Appendix H: Parking Standards – Non-Residential Development**



## Land Use Class A1: Shops

Development of retail premises for the sale, display or provision of goods and services (except hot food) to visiting members of the public. Such development would include:

- grocers, green grocers, butchers, supermarkets, superstores, hypermarkets
- non-food retail warehouses but excluding retail warehouse clubs
- electrical goods and hardware stores
- garden centres/DIY stores
- pet shops/stores
- post offices
- ticket sales or travel agencies
- sale of sandwiches or other cold food for consumption off the premises
- internet (cyber) cafes
- hairdressers/beauty salons
- funeral directors
- hire of domestic or personal goods
- washing or cleaning of clothes/fabrics on the premises

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Food Retail up to 1,000m <sup>2</sup>	1 space per 500m <sup>2</sup>	1 space per 18m <sup>2</sup>
Food Retail over 1,000m <sup>2</sup>	1 space per 500m <sup>2</sup>	1 space per 14m <sup>2</sup>
Non Food Retail	1 space per 500m <sup>2</sup>	1 space per 25m <sup>2</sup>
Notes:	<p>1. Car parking provision includes spaces for staff.</p> <p>2. For Garden Centres greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks, which would not have to be constructed to as high a standard as the main car park.</p> <p>3. For all large retail establishments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment, which includes examination of the scope for a Freight Quality Partnership.</p>	

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/ shopping)	Medium to Long Term (meetings/workplace)
Up to 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>	1 space per 200m <sup>2</sup>
Up to 5,000m <sup>2</sup>	1 space per 400m <sup>2</sup>	1 space per 400m <sup>2</sup>
Over 5,000m <sup>2</sup>	Minimum of 12 spaces; Additional Spaces Negotiable	

## Land Use Class A2: Financial & Professional Services

Uses include development involving the provision of financial and professional services (except health and medical, which are covered under Classes C2 and D1) principally to visiting members of the public. Such development could include:

- banks , building societies and bureau de change
- estate agents
- employment agencies
- solicitors & accountants
- betting offices
- tourist information centres
- travel agents

### Maximum Car Parking Standard

		Car Parking
All developments		1 space per 20m <sup>2</sup>
Notes:	1. Car parking provision covers both spaces for staff and spaces for visitors/customers.	

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		



## Land Use Class A3: Restaurants and Cafes

This Use Class relates specifically to restaurants and cafes i.e. places where the primary purpose is the sale and consumption of food and light refreshments on the premises. Restaurants and Cafes are taken to be premises where large commercial vehicles are excluded. Transport Cafes are taken to be premises where large commercial vehicles are accepted.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Restaurants & Cafes <sup>(2)</sup>	see Note 1	1 space per 2 staff	1 space per 6m <sup>2</sup>
Transport Cafes <sup>(3)</sup>	1 lorry space per 5m <sup>2</sup>	1 space per 2 staff	1 space per 15m <sup>2</sup>
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes roadside restaurants. 3. Car parking provision for customers should be contained within the allocated space for lorry parking.		

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class A4: Drinking Establishments

This Use Class caters specifically for pubs and bars i.e. where the primary purpose is the sale and consumption of alcoholic drink on the premises.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Public Houses, Licensed Bars & Banqueting Halls <sup>(2)</sup>	see Note 1	1 space per 2 staff	1 space per 10m <sup>2</sup>
Notes:	Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes bars open to non-residents in hotels and non-diners in restaurants.		

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class A5: Hot Food Takeaways

This Use Class caters specifically for takeaways and fast-food premises i.e. premises where the primary purpose is the sale of hot food to take away. These uses are differentiated from restaurants and cafes as they raise different issues such as extra traffic and parking demands.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Takeaways <sup>(2)</sup>	see Note 1	1 space per 2 staff	1 space per 8m <sup>2</sup>
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes 'drive-in' or 'drive-through' restaurants. Drive-in or drive-through developments must also provide sufficient on-site waiting space for vehicles to stand clear of the public highway.		

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class B1: Business

This Use Class includes office development (other than financial and professional services, which are covered under Land Use Class A2), research and development, and light industrial uses which can be carried out in a residential area without detriment to the amenity of that area. Offices will normally have a higher employment density and therefore a higher parking requirement than light industrial or research uses. B1 uses, particularly outside town centres, will normally require higher car parking provision than general industrial uses in Use Class B2, because of their higher employment density.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Offices up to 500m <sup>2</sup>	see Note 1	1 space per 20m <sup>2</sup>
Offices 500 to 2,500m <sup>2</sup>	see Note 1	1 space per 25m <sup>2</sup>
Offices over 2,500m <sup>2</sup>	see Note 1	1 space per 30m <sup>2</sup>
High Tech/Research/Light Industrial	1 space per 200m <sup>2</sup>	1 space per 35m <sup>2</sup>
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		

## Land Use Class B2: General Industrial

Use Class B2 covers development of any size to accommodate industrial processes which do not meet the residential amenity test of Use Class B1. PPG13 and regional policy do not set a standard for such development. The Kent standard is a single maximum value of 1 space per 50 m<sup>2</sup> but should be applied with discretion to industrial premises that will demonstrate a high employee density, comparable, for example, with B1 High Tech and research.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Up to 200m <sup>2</sup>	see Note 1	3 spaces
Over 200m <sup>2</sup>	1 space per 200m <sup>2</sup>	1 space per 50m <sup>2</sup>
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		

## Land Use Class B8: Storage & Distribution

Use Class B8 covers development for the storage and distribution of food and other products, and the wholesale trade of such goods (but excluding any retail use for the general public or shopping “discount clubs” which are covered by Use Class A1).

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Storage & Distribution	1 space per 300m <sup>2</sup>	1 space per 110m <sup>2</sup>
Wholesale Trade Distribution	1 space per 300m <sup>2</sup>	1 space per 35m <sup>2</sup>
Notes	1. Parking provision for associated office space to be determined using the standards set out under Land Use Class B1.	

### Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		

## Land Use Class C1: Hotels

Use Class C1 covers development providing accommodation for payment (including self-catering accommodation) which cannot be classed as residential and where there is no significant element of care provided. This includes self-catering accommodation grouped together, such as caravan or chalet parks, but not individual premises which will be regarded as dwellings under Land Use Class C3. Residential hostels are however excluded are an unclassified (*sui generis*) use. Developments within this Land Use Class would include:

- hotels, motels, boarding & guest houses
- holiday/touring caravan sites & campsites

### Maximum Vehicle Parking Standards

	Goods Vehicles & Coach Parking	Car Parking	
		employees	guests/visitors
Hotels, Motels, Boarding & Guest Houses	See Notes 1 & 2	1 space per 2 staff	1 space per bedroom (see Note 3)
All Other Forms of Development	see Note 1	1 space per 2 staff	1 space per unit/pitch + 1 space per 3 units of 5 person capacity or greater
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: -</p> <p>(a) Facilities to drop-off and pick-up guests which may consist of a lay-by adjacent to the public highway or utilisation of the car parking area (exact details to be agreed with the Local Planning Authority), or</p> <p>(b) Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.</p> <p>3. An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard contained under Class A3. For bars this equates to 1 space per 12m<sup>2</sup> for restaurants this would be 1 space per 15m<sup>2</sup>.</p>		

### Minimum Cycle Parking Standards

All developments	1 space per 10 beds, units or pitches
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## Land Use Class C2: Residential Institutions

Use Class C2 covers development that provides residential accommodation which includes an element of care for people in need, and residential accommodation for an education establishment.

### Maximum Vehicle Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Residents/visitors
Nursing/Residential Care Homes	Minimum of 1 space for an Ambulance (see Note 1)	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals & Hospices	See Notes 1 & 2	1 space per 2 staff	2 spaces per 3 beds
Residential Schools, Colleges or Training Centres	See Note 1 & 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Exact details should be agreed with the Local Planning Authority. 3. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches		

### Minimum Cycle Parking Standards

Hospitals & other residential institutions offering a level of care	1 space per 10 beds
Residential schools, colleges & training centres	1 space per 5 students

## Land Use Class C3: Dwellings

Use Class C3 covers dwellings for occupation by single persons or families, shared accommodation where up to 6 persons live together as a single household, self-contained individual accommodation with a resident warden (sheltered accommodation) and static residential caravan sites.

### Maximum Vehicle Parking Standards

		Car Parking
1 bedroom		1 space per dwelling
2 and 3 bedrooms		2 spaces per dwelling
4 or more bedrooms		3 spaces per dwelling
Sheltered Accommodation		1 space per resident warden + 1 space per 2 units
Notes:	<p>1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis.</p> <p>2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.</p>	

### Minimum Cycle Parking Standards

Individual residential dwellings <sup>(1)</sup>	1 space per bedroom
Flats & maisonettes <sup>(2)</sup>	1 space per unit
Sheltered accommodation <sup>(2)</sup>	1 space per 5 units
Notes:	<p>1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision.</p> <p>2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.</p>

## Land Use Class D1: Non Residential Institutions

Use Class D1 covers development where there is no residential element, which is not used principally as a place of entertainment but where members of the public have access e.g. education and health facilities. It includes day centres, adult training centres and other premises for the provision of non resident social services as well as non-residential schools and colleges.

### Maximum Vehicle Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Pupils/visitors/clients
Primary & Secondary Schools	See Notes 1, 2, 3 & 6	1 space per staff + 10%	
Further & Higher Education	See Notes 1, 2 & 3	1 space per 1 staff	1 space per 7 students
Libraries/Art Galleries/Museums Public /Exhibition Hall	See Note 1	1 space per 60m <sup>2</sup>	
Places of Worship	See Note 1	1 space per 5 seats	
Medical Centres/Clinics/Surgeries (including veterinary surgeries)	See Notes 1 & 4	1 space per 2 staff	4 spaces per consulting/treatment room
Nurseries/Crèches/Playschools	See Notes 1 & 3	1 space per 2 staff	1 space per 4 children
Day Care Centres	See Notes 1 & 5	1 space per 2 staff	1 space per 4 attendees
Notes:	<ol style="list-style-type: none"> <li>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</li> <li>2. Provision should be made to accommodate school/public transport vehicles delivering and picking-up children.</li> <li>3. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning Authority.</li> <li>4. Provision should be made to accommodate ambulances where appropriate.</li> <li>5. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from the day care centres.</li> <li>6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.</li> </ol>		

### Minimum Cycle Parking Standards

Junior Schools		1 space per 50 pupils
Secondary Schools; Further & Higher Education	See Note 1	1 space per 7 pupils/students
Medical Centres/Surgeries		1 space per 2 consulting/treatment rooms
Other Non-Residential Institutions		1 space per 50 seats or 100m <sup>2</sup>
Notes:	1 Where there is demand minimum provision should be exceeded (up to 1 space per 5 pupils/students)	



## Land Use Class D2: Assembly & Leisure

Use Class D2 covers development of sites for leisure, recreation and entertainment purposes (excluding libraries, art galleries, museums and exhibition halls which are covered by Use Class D1 and theatres and casinos which are unclassified [sui generis] uses).

### Maximum Vehicle Parking Standards

	Car Parking
Cinemas, Concert Halls, Conference Centres, Bingo Halls	1 space per 5 seats
Social Clubs, Discotheques, Dance Halls, Ballrooms,	1 space per 22m <sup>2</sup>
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 22m <sup>2</sup> + 1 space per 15 seats where appropriate
Marinas & Other Boating Facilities	1 space per mooring or berth
Stadia	1 space per 15 seats (see Note 2)
Bowling Green/Centres/Alleys, Snooker Halls, Tennis/Squash/Badminton Clubs	3 spaces per lane/court/table (see Note 3)
Outdoor Sports Facilities, Playing Fields	1 space per 2 participants + 1 space per 15 spectators
Golf Courses & Driving Ranges	3 spaces per hole/bay
Equestrian Centres, Riding Stables	1 space per stable
Historic House & Gardens, Country Parks	1 space per 400 visitors per annum (see Note 4)
Theme Parks, Leisure Parks	1 space per 200 visitors per annum (see Note 4)
Other Uses	1 space per 22m <sup>2</sup>
Notes:	<ol style="list-style-type: none"> <li>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</li> <li>2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision.</li> <li>3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.</li> <li>4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.</li> </ol>

**Minimum Cycle Parking Standards**

	Short Term (collection/delivery/shopping)	Long Term (meetings/workplace )
Leisure & Entertainment Venues	1 space per 300 seats	1 space per 300 seats
Sports Facilities & Venues	1 space per 10 participants + 10%	1 space per 10 staff

## **Appendix I: Residential Extensions: Technical Standards**



## **Residential Extensions - Local Impact**

### **Neighbour Implications**

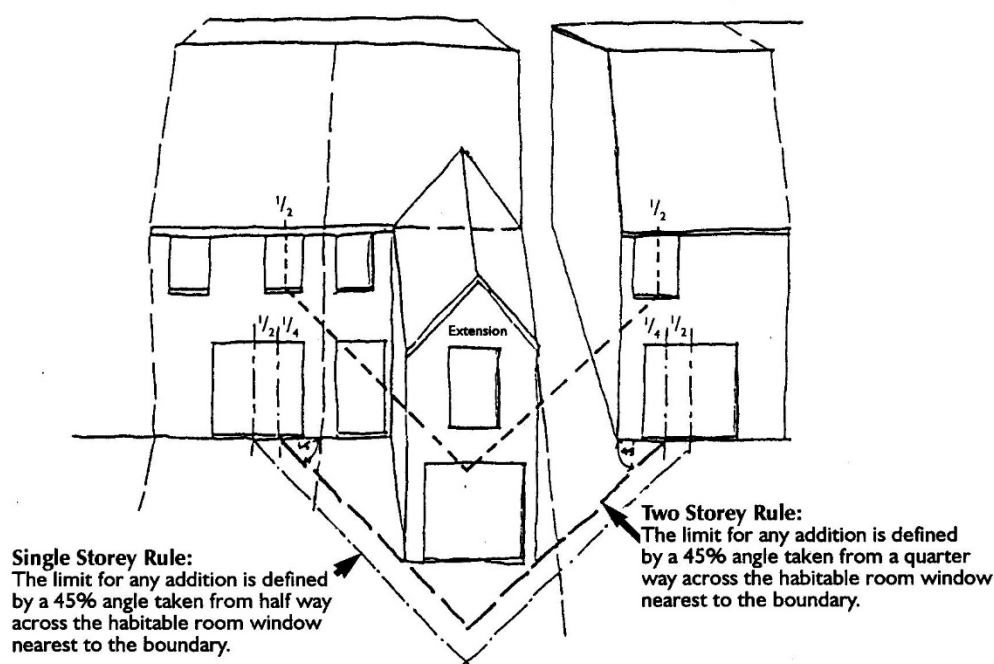
1. Any extension to a property which would by reason of its size, siting or design be so overly oppressive or dominating in relation to an adjoining dwelling as to unduly overshadow or cause loss of daylight or sunlight will not be permitted.
2. In some cases the Council will need to test individual proposals against the criteria set out in the Building Research Establishment document, Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice (1991). Applicants will be advised if such investigations identify particular difficulties.

### **Privacy**

3. Where the principal windows of two dwellings are directly opposite each other, at least 21 metres should be maintained between the windows so as to avoid an unacceptable loss of privacy.
4. In order to avoid an unacceptable loss of privacy to the private garden areas of adjoining properties, all new windows and balconies should have their principal outlook so that it avoids direct overlooking into such areas and none should overlook these areas at a distance of less than 21 metres.
5. Windows which have a flank outlook into the private garden area of an adjoining property will not be permitted. Where such windows are exceptionally justified, the use of high level strip windows or obscured glass, with top opening fanlights only, will be required.
6. The provision of a balcony above a flat roofed extension will not be acceptable unless fitted with a privacy screen to block out flank views into the private area of adjoining properties. Such privacy features must be designed so that they do not harm the character or appearance of the individual dwelling or the wider area.

## Outlook and Daylight

7. In order to minimise any reduction in daylight into adjoining dwellings, and any impact on the outlook from such dwellings arising from an extension, both single and two storey rear extensions should be designed so as to fall within the relevant 45° angle zone as taken from the nearest habitable room window of an adjoining property (see diagram). Large two-storey rear extensions are unacceptable where dwellings are closely spaced.



### 45% Rule Relating Primarily to Two Storey Rear Additions

Note: Where the nearest habitable room is on the first floor the single storey rule will be applied from that window in determining the limit for any addition.

## Sunlight

8. Proposals for extensions should minimise loss of sunlight and overshadowing on the private garden area of adjoining dwellings. An extension should therefore be carefully designed in terms of size and siting in relation to adjoining properties, particularly where an extension is set to the south or west of an adjoining property. The private area is normally considered as being an area 3 metres in depth extending from the rear main wall of a property.

## **Appendix J: Special Areas of Conservation (SAC)**





## North Downs Woodlands (part)

### EC Directive 92/43 on the Conservation of Natural Habitats and of Wild Fauna and Flora

#### Citation for Special Area of Conservation (SAC)

Name:	North Downs Woodlands
Unitary Authority/County:	Medway, Kent
SAC status:	Designated on 1 April 2005
Grid reference:	TQ674629
SAC EU code:	UK0030225
Area (ha):	287.58
Component SSSI:	Halling to Trottscliffe Escarpment SSSI, Wouldham to Detling Escarpment SSSI

#### Site description:

This site consists of mature beech *Fagus sylvatica* forests and yew *Taxus baccata* woods on steep slopes. The stands lie within a mosaic of scrub, other woodland types and areas of unimproved grassland on thin chalk soils.

The beech and yew woodland is on thin chalk soils and where the ground flora is not shaded dog's mercury *Mercurialis perennis* predominates. Associated with it is stinking iris *Iris foetidissima* and several very scarce species such as lady orchid *Orchis purpurea* and stinking hellebore *Helleborus foetidus*.

The chalk grassland, on warm south-facing slopes, is dominated by upright brome *Bromopsis erecta* and sheep's-fescue *Festuca ovina* but supports many other plants which are characteristic of unimproved downland, including the nationally rare ground pine *Ajuga chamaepitys*.

**Qualifying habitats:** The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:

- *Taxus baccata* woods of the British Isles. (Yew-dominated woodland)\*
- *Asperulo-Fagetum* beech forests. (Beech forests on neutral to rich soils)
- Semi-natural dry grasslands and scrubland facies: on calcareous substrates (*Festuco-Brometalia*). (Dry grasslands and scrublands on chalk or limestone)

Annex I priority habitats are denoted by an asterisk (\*).

This citation relates to a site entered in the Register of European Sites for Great Britain.

Register reference number: UK0030225

Date of registration: 14 June 2005

Signed: *Trevor Salmon*

On behalf of the Secretary of State for Environment, Food and Rural Affairs



## Peter's Pit

### EC Directive 92/43 on the Conservation of Natural Habitats and of Wild Fauna and Flora

#### Citation for Special Area of Conservation (SAC)

Name: Peter's Pit  
Unitary Authority/County: Kent  
SAC status: Designated on 1 April 2005  
Grid reference: TQ717628  
SAC EU code: UK0030237  
Area (ha): 28.30  
Component SSSI: Peter's Pit SSSI

#### Site description:


Peter's Pit is an old chalk quarry with adjoining soil-stripped fields on the North Downs, with scattered ponds situated amongst grassland, scrub and woodland. The ponds have widely fluctuating water levels and support large breeding populations of great crested newt *Triturus cristatus*.

The site has an undulating terrain in which many rain fed ponds, of various sizes, have developed. Those which dry up early in the season are of less interest, but five ponds are sufficiently large to support very substantial populations of amphibians, particularly the great crested newt. The value of the site for newts is enhanced by the presence, around the edges and between the ponds, of areas of scrub with loose rock which serve as day and winter refuges. Aquatic vegetation provides shelter in the pond environment.

**Qualifying species:** The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following species listed in Annex II:

- Great crested newt *Triturus cristatus*

This citation relates to a site entered in the Register of European Sites for Great Britain.  
Register reference number: UK0030237  
Date of registration: 14 June 2005

Signed:   
On behalf of the Secretary of State for Environment,  
Food and Rural Affairs



## **Appendix K: Sites of Special Scientific Interest**



### **Wouldham to Detling Escarpment (part)**

This 10 km stretch of the chalk escarpment to the north of Maidstone includes representative examples of woodland, scrub and unimproved grassland habitats on chalk, which support a number of rare and scarce species of plants and invertebrates. The Culand Pits are also of importance because of their rich and unique fossil fauna which includes a variety of fish and reptiles.

### **Peters Pit Wouldham**

This site supports one of the largest populations of the great crested newt *Triturus cristatus* in Britain, a species afforded special protection under the Wildlife and Countryside Act 1981. Two other newt species also breed here together with frogs and at least two species of reptile.

### **Holborough to Burham Marshes**

This site lies along the flood plain of the River Medway, which at this point is still tidal. A variety of habitats are present including extensive reedbeds, open water, fen, grassland, scrub and woodland. The many different habitats support a wide variety of breeding birds and the site is also important for wintering wildfowl and waders. A number of scarce wetland plants occur and it is also a locality of a rare moth, a rare beetle, and 3 rare bee species.

### **Houlder to Monarch Hill Pits Upper Halling**

Upper Halling is important for Quaternary studies. It provides lithostratigraphic and biostratigraphic evidence for environmental changes during the Late Devensian. The sequence of sediments infills a dry valley and comprises 1) Late Devensian gelifluction deposits overlain by 2) two sheets of Late-glacial gelifluction and hillwash deposits separated by a fossil soil assigned to the Lateglacial Interstadial. The Late-glacial deposits contain a fauna of land Mollusca. Variations in the faunal assemblages together with associated lithological changes provide a valuable record of Late-glacial environmental history in south east England.

### **Halling to Trottscliffe Escarpment (part)**

This site consists of an extensive area of the North Downs west of the Medway Gap. The site is representative of Chalk grassland in west Kent and beech woodland on the chalk. Outstanding assemblages of plants and invertebrates are present.

### **Trottiscliffe Meadows**

This site is one of few remaining examples of unimproved meadow in Kent and it supports a number of species scarce in the county. In recent years this habitat type has become increasingly uncommon as most fields have now been ploughed or drained with a resulting loss of interest.

### **Oldbury and Seal Chart (part)**

This site lies on the Lower Greensand ridge to the east of Sevenoaks. It contains acidic sessile oak woodland of ancient origin, more typical of northern and western Britain, together with relict heathland communities and more recently-derived secondary woodland. An outstanding assemblage of fungi is present, numbering over 250 species and including several that are rare\* or scarce in Britain. Characteristic communities of invertebrates and bryophytes (mosses and liverworts) also occur.

### **Bourne Alder Carr**

Bourne Alder Carr is a representative example of Wealden valley alderwood, with a rich flora including several locally-distributed plants.

### **One Tree Hill and Bitchet Common (part)**

Situated to the south-east of Sevenoaks, this site comprises an extensive area of woodland of varied composition on the Lower Greensand. Some plants and invertebrates of restricted distribution are present, including the slug *Tandonia rustica* at its only known British locality.

### **Aylesford Pit**

This pit, which dates back over a century, provides excellent exposures of fossiliferous Medway Terrace deposits overlying (Cretaceous) Folkestone Beds. In addition to numerous mammalian bones, the site has also yielded a wealth of Paleolithic artefacts. Although well known and often visited its geographical isolation has made precise correlation with the main Thames sequence uncertain. The remaining exposures at this, the most important Medway Pleistocene site, will continue to be of major interest and significance.

### **Wateringbury**

The site at Wateringbury contains a tufa deposit important for Quaternary studies. Tufa is a soft calcium carbonate commonly precipitated by springs which have flowed through chalk or limestone. Tufa is geologically important as it often provides

a detailed and complete stratigraphy, preserving a rich and diverse fauna commonly *in situ* and therefore reflecting local and regional environmental changes.





## **Appendix L: Historic Parks & Gardens**



### **Aylesford Parish**

(a) **The Friars, Aylesford**

Founded in 1242, the site has gardens associated with Aylesford Priory. The site has pleasant grass walks, seats beside the old stone ponds and limited planting.

### **East Malling and Larkfield Parish**

(b) **Clare House, East Malling**

Substantial landscaped parkland from the 18th century containing fine specimen trees, a lake and a stable block. The property is screened by boundary trees which remains mostly intact.

(c) **Hatton Garden, Bradbourne House, East Malling**

Grade 1 listed house with Tudor origins and 18th Century extension and alterations, set within 8 hectares of landscaped parkland containing ornamental lake and specimen trees.

### **East Peckham Parish**

(d) **Roydon Hall, East Peckham**

An Elizabethan manor house with walled gardens which date from the early-to-mid 16th century. A rose garden and an orchard was also added in 1991 (partly also lies in Wateringbury Parish)

### **Hadlow Parish**

(e) **North Frith, Hadlow**

65 acres of parkland, sweeping lawns with two ornamental lakes and specimen trees surrounding mansion house from 18th century.

### **Hildenborough Parish**

(f) **Foxbush, Hildenborough**

Manor House built in 1866 and set in landscaped parkland with small wooded areas.

## **Ightham Parish**

(g) **Ightham Court, Ightham**

Gardens and woodland of 13 hectares surround a small country house dating from the late 17th century. The current garden layout includes many features surviving from the formal layout of the same period.

(h) **Ightham Mote, Ightham**

A moated 14th century manor house surrounded by gardens with water features in a secluded valley.

## **Mereworth Parish**

(i) **Mere House, Mereworth**

Mere House was originally a late-18th century informal park and lake associated with the rectory of the same date (1780). The site now includes a Victorian (1837-1901) garden. There is a further garden and many trees planted from 1958.

(j) **Mereworth Castle**

The castle, built in 1723, is surrounded by formal gardens and set in an 18th-century landscape park of 80 hectares. The formal gardens were created between 1834 and 1837 (also partly in East Peckham Parish and partly in Wateringbury Parish)

(k) **Yotes Court, Mereworth**

The gardens at Yotes Court date from the 18th century, and include large lawns, a walled kitchen garden and a pool. (partly also in West Peckham Parish)

## **Platt Parish**

(l) **Great Comp, Platt**

The early-17th century house has a large informal private garden, developed since the early-1960s by Mr and Mrs Cameron. There are bold effective planting associations with abundant ground cover (part lies in Offham Parish).

### **Plaxtol Parish**

(m) **Fairlawne, Plaxtol**

Formal gardens, dating from the late 17th century. The gardens are now greatly altered (also partly in Shipbourne Parish and partly in Ightham Parish) .

### **Shipbourne Parish**

(n) **Fairhill, Shipbourne**

In records as early as the beginning of the 19th century estate, the garden has been remodelled over the years, including the addition of a ornamental garden, greenhouses and stables (partly in Hildenborough Parish).

### **Tonbridge**

(o) **Mabledon Park, Tunbridge Wells**

Parkland and garden of 43 hectares (106 acres) surrounding an early 19th-century villa, which both Decimus Burton and Joseph Parkinson were involved in the creation of.

(p) **Somerhill Park, Tunbridge Wells**

Somerhill Park is an early 17th-century park of 75 hectares (185 acres) with 19th-century formal gardens of 1.5 hectares (3.7 acres). The park is now in divided use and ownership. The core park and grounds amounts to 24 hectares.

### **Wateringbury Parish**

(q) **Wateringbury Place, Wateringbury**

Formal and informal gardens in the grounds of Wateringbury place, the grounds north of the carriageway is set in attractive parkland which links the conservation area with an attractive farm complex.

### **West Malling Parish**

(r) **Douces Manor and Manor Park, West Malling**

Part of the 18th century estate created by Thomas Douce. Douces Manor is set in landscaped gardens, featuring sweeping lawns, mature trees and a lake.

(s) **Malling Place and Gundulf's Meadow, West Malling**

Malling Place is a 16th century or earlier manor with indications of formal landscaping with gate piers, and evidence of a long avenue of trees and some other features clearly part of an historic designed landscape, such as a small grotto.

(t) **West Malling Abbey and Pilsdon Community, West Malling**

An historic complex comprising ruins and surviving in-use structures of the medieval nunnery of St. Marys. Monastic establishments were renowned for their garden and management of the land, including water systems. They tended to be multi-purpose, serving medicinal, sensory well-being, as well as food needs.

### **West Peckham Parish**

(u) **Hamptons, West Peckham**

Forms part of the chain of landscaped parkland surrounding the early 19th century country house, Hamptons (also lies partly in Plaxtol Parish).

(v) **Oxen Hoath, West Peckham**

A formal parterre laid out in the 1840s by William Nesfield. The house is set in 18th-century parkland (part lies in Hadlow Parish).

### **Wrotham Parish**

(w) **Yaldham Manor**

Formal gardens and parkland of 58 hectares (144 acres) associated with the principle building, Yaldham Manor, which dates from the 15th century.

## **Appendix M: Scheduled Ancient Monuments**





### **Addington Parish**

- Addington Long Barrow
- The Chestnuts Long Barrow

### **Aylesford Parish**

- Little Kit's Coty House Megalithic Tomb
- Romano-British villa, Anglo-Saxon cemetery and associated remains at Eccles.
- Kit's Coty House Long Barrow
- White Horse Stone
- Aylesford Bridge

### **East Malling & Larkfield Parish**

- Part of an Iron Age enclosure and a minor Roman villa 128m SSE of the Church of St. James.

### **Ightham Parish**

- Ightham More Medieval moated site
- Large multivallate hillfort and Palaeolithic rock shelters at Oldbury Hill

### **Kings Hill Parish**

- World War II Bofors Anti-aircraft gun tower, Pickett-Hamilton fort and pillbox: part of the airfield defences of RAF West Malling fighter station (Grid ref: TQ 67941 55697).

### **Leybourne Parish**

- Leybourne Castle

### **Offham Parish**

- The Quintain on the Green
- Chapel of St. Blaise

### **Plaxtol Parish**

- Old Soar Manor: a fortified medieval house
- Roughway Bridge

### **Snodland Parish**

- Roman villa 200m north of church

### **Tonbridge Parish**

- Tonbridge Castle
- Town Banks
- Medieval hall at No 186 High Street

### **Trottiscliffe Parish**

- Bowl barrow south of Mount Mead
- Coldrum Megalithic Tomb, Trottiscliffe

### **West Peckham Parish**

- Preceptory at Dukes Place.

### **West Malling Parish**

- Tower keep castle at West Malling
- St. Mary's Abbey: a Benedictine abbey north and east of Water Lane

## **Appendix N: Conservation Areas**



## **Conservation Areas, by Parish**

### **Addington Parish**

Addington

### **Aylesford Parish**

Aylesford

Holtwood

### **Birling Parish**

Birling

Birling Place

### **Ditton Parish**

Cobdown Farm

Ditton

### **East Malling & Larkfield Parish**

Bradbourne

Clare Park & Blacklands

East Malling Village

Larkfield Church

Mill Street

New Barns and Broadwater Farm

### **East Peckham Parish**

Bullen Corner

Little Mill

Mereworth Castle (part)

Roydon

Snoll Hatch

**Hadlow Parish**

Hadlow

North Frith

**Hildenborough Parish**

Coldharbour

Hildenborough

**Ightham Parish**

Fairlawne (part)

Ightham

Ightham Mote

Ivy Hatch

Oldbury

**Mereworth Parish**

Butchers Lane

Mereworth Castle (part)

The Street

Yotes Court

**Offham Parish**

Aldon

Offam

Offham Church

**Platt Parish**

Platt

**Plaxtol Parish**

Claygate Cross  
Fairlawne (part)  
Old Soar and Allens  
Plaxtol  
Roughway

**Ryarsh Parish**

Ryarsh Village

**Shipbourne Parish**

Budds Green  
Fairlawne (part)  
Shipbourne

**Snodland Parish**

Holborough Mill  
Paddlesworth  
Snodland

**Stansted Parish**

Fairseat  
Stansted

**Tonbridge**

Haysden  
Quarry Hill  
Tonbridge

**Trottscliffe Parish**

Trottscliffe

**Wateringbury Parish**

Mereworth Castle (part)

Pizien Well

Wateringbury

Wateringbury Station

**West Malling Parish**

West Malling

**West Peckham Parish**

Oxenhoath and Hamptons

West Peckham

**Wrotham Parish**

Butts Hill

Wotham

Wrotham Water



## **Appendix O: Local Sites**



## **Local Wildlife Sites**

### **Addington Parish**

(a) **Addington Meadow**

Dry acid grassland with at least six acid grassland indicator plant species (KWT Ref TM13).

### **Aylesford Parish**

(b) **Aylesford Old Pit**

A disused gravel pit now largely dominated by willow woodland with about 5 ha of wet woodland (KWT Ref TM16).

(c) **Eccles Old Pit**

Former industrial site and clay pit now characterised by mosaic of dense and scattered scrub and mature secondary woodland interspersed with areas of rank vegetation and pioneer mossy scrub (KWT Ref TM25).

(d) **Frith Wood etc. Kit's Coty**

18 acres of ancient woodland including ancient mixed broadleaved species and mixed coppices. An area of horse grazed pasture land lies adjacent to the north west (KWT Ref TM28).

(e) **Blue Bell Hill Banks and Verges** (Part lies in Boxley)

Wide, chalky verges and banks associated with steep vertical chalk cliffs formed by the road cutting through the North Downs, an important botanical site for chalk flora, particularly orchid species (KWT Ref TM57/MA57).

(f) **Walderslade Woods** (Most part lies in Boxley)

Three dip slope dry valleys cut into the North Downs are the site for ancient broadleaved woodland, with over 30 ancient woodland indicator plants recorded, and several unimproved grassland clearings (KWT Ref TM67/MA67).

## **Borough Green Parish**

(g) **Bourne Valley Woods**

Ancient broadleaved woodland associated with the river Bourne and its tributaries. There are 35 ancient woodland indicator plants recorded, a small area of chalk grassland with at least 5 indicator plant species and an old orchard rich in bryophytes and lichens (KWT Ref TM27).

## **Ditton Parish**

(h) **Ditton Court Quarry**

A variety of successional habitats have established themselves here due to Natural colonisation and planting especially favourable to lime-loving species. (KWT Ref TM58).

(i) **Oaken Wood** (Part of lies in East Malling and Larkfield, majority lies in Barming)

Over 200ha of actively managed ancient broadleaved woodland important for a wide variety of birds and invertebrates (KWT Ref TM12/MA12).

## **East Malling and Larkfield Parish**

(j) **Leybourne Lakes** (Part lies in Snodland)

A series of water-filled gravel pits, calcareous streams, dykes rough grassland, scrub and woodland. Important to a wide range of wildlife including 100 birds species and some uncommon animals e.g. water voles (KWT Ref TM30).

## **East Peckham Parish**

(k) **East Peckham Ponds**

A series of ponds and copses with rough grassland and scrubby areas along the river Medway (KWT Ref TM19).

(l) **East Tonbridge Copses & Dykes** (Part lies in Hadlow)

A complex of small copses and shaws, pastures, ditches and the river Medway and its tributaries.

Ditches and streams have a varied marginal and aquatic flora (KWT Ref TM20/TW20).

- (m) **Hale Street Ponds & Pastures** (Majority lies in Yalding)

Wetland habitats supporting interesting ranges of aquatic and emergent plants with ponds, dykes, rough grassland and pasture along the banks of the river Medway (KWT Ref TM18/MA18).

- (n) **Somerhill Park** (Majority lies in Capel)

Grassland with 300 year old parkland trees, small streams, damp flushes, marshy grassland and a large lake (KWT Ref TW19).

- (o) **Woods & Pasture, Nettlestead Green** (Majority lies in Nettlestead)

Predominantly heavy, acidic clay soils support a converted conifer plantation with historic evidence of once being ancient broadleaved woodland. Currently a high forest with some mature oak over spruce and a variety of coppices (KWT Ref TM33/MA33).

#### **Hadlow Parish**

- (p) **Golden Stable Wood, North Frith**

A managed site comprising ancient Wealden woodland, streams and ponds. Ground flora is dominated by bluebells and the woodland is mostly broadleaves with a mixture of conifers (KWT Ref TM22).

#### **Kings Hill Parish**

- (q) **Kings Hill Golf Course, Cattering and Hoath Woods** (Part lies in Wateringbury)

A sweet chestnut species dominates a large area of ancient woodland with Standard Oaks, Beech and fungi lightly interspersed. There is also a small area of heathland, a relict from Cannon Heath (KWT Ref TM38).

### **Leybourne Parish**

(r)                    **Leybourne Wood**

A series of ponds and copses with rough grassland and scrubby areas along the river Medway (KWT Ref TM15).

### **Mereworth Parish**

(s)                    **Mereworth Woods (East)** (Part lies in West Malling and Offham)

Forms, along with Mereworth Woods (west), one of the largest continuous tracts of woodland. Comprises ancient and secondary woodland with varied ground flora (KWT Ref TM32).

(t)                    **Mereworth Woods (West)** (Part lies in West Peckham, Plaxtol and Offham)

Forms, along with Mereworth Woods (east), one of the largest continuous tracts of woodland. Formerly all ancient woodland although much has now been converted to conifers and pure chestnut coppice, 60 ancient woodland indicator plant species have been recorded (KWT Ref TM31).

(u)                    **St Lawrence church**

A large, open Churchyard rich in lower plants with over 100 species of lichen species and common grassland fungi (KWT Ref TM37)

### **Offham Parish**

(v)                    **Disused Quarry**

Formerly a Ragstone quarry with small areas of grassland interspersed between scrubby secondary woodland and mainly marginalised scrub (KWT Ref TM34).

(w)                    **Moorland Woods**

An actively managed mixed broadleaved coppice woodland. Varied ground flora is present throughout the woodland with a small area of rough grassland (KWT Ref TM11).

**Platt Parish**

(x) **Valley Wood & Wrotham Golf Course**

Remnants of a larger area of dry and wet heathland, and sessile oak woodland. Main interest lies in the woodlands and roughs which are integral parts of the golf course (KWT Ref TM02)

**Plaxtol Parish**

(y) **Boot Wood, Yopps Green**

A complex bryophyte rich ancient woodland with interconnecting and contiguous secondary woodland. 39 ancient woodland indicator species are present (KWT Ref TM01).

(z) **Hampton's Paddock, near Dunk's Green**

An area of unimproved and semi-improved neutral grassland together with a small grassy stream and ditch. It consists of a small horse-grazed paddock with occasional mature oak trees (KWT Ref TM06).

**Ryarsh Parish**

(aa) **Ryarsh Wood** (Part lies in Addington, part lies in Trottiscliffe)

A very rich mixed, mostly managed woodland with damp soils, ditches, ponds and small streams supporting rich ground fauna (KWT Ref TM29/TW29).

**Shipbourne Parish**

(ab) **Shipbourne Common**

Rough semi-improved neutral to acid grassland with occasional trees and a small strip of old woodland (KWT Ref TM24).

(ac) **One Tree Hill, Underiver** (Majority lies in Seal)

Some Ancient Woodland and neutral Grasslands with base-rich flushes, which are becoming increasingly rare habitats (KWT Ref SE42).

(ad) **Wood, Dunk's Green**

A small semi-natural woodland formerly managed as coppice with standards on heavy clay soils. Oaks are occasional but it mainly comprises overstand ash or locally abundant hornbeam with a stream running near the northern perimeter. (KWT Ref TM08).

**Snodland**

(ae) **Arable field, Lad's Farm Upper Halling (*extra to SSSI*)**

Nationally scarce ground pine is present at this small arable field, along with a suite of other rare and scarce species (KWT Ref TM35).

(af) **South Hill & Houlder Quarries** (Part lies in Halling)

A large, disused chalk pit on two levels colonised by birch scrub with some hawthorn, dogwood and wayfaring trees (KWT Ref TM10/ME10).

(ag) **White Horse Wood & Holly Hill (*adj. Halling to Trottiscliffe SSSI*)** (Part lies in Birling, part lies in Luddesdown)

A large area of mostly ancient mixed broadleaved woodland comprised mainly of actively managed pure coppice although hornbeam, ash, hazel, field maple, willow and birch trees all occur (KWT Ref TM14/GR14).

**Tonbridge**

(ah) **Vauxhall Lane Woods, Southborough** (Majority lies in Southborough)

Little Rook Wood, Rook Wood and Beeches Wood form a series of broadleaved woods, one of which is ancient (KWT Ref TM50/TW50).

(ai) **River Medway South of Leigh** (Part lies in Leigh)

A mosaic of rough, dry or damp cattle-grazed grassland with dykes, some subject to intermittent inundation together with lakes and small damp copses



along the river Medway, has considerable wildlife interest (KWT Ref TM26/SE26).

### **Trottscliffe Parish**

(aj) **Fields near Wrotham Water and Chalk Meadows**

Complementary to the adjacent Trottscliffe SSSI are three small areas of unimproved grassland supporting a good range of flowering plants and common orchids. Extremely herb rich sloping fields, containing a mixtures of chalk pioneer species, some arable annual weeds and a variety of species associated with grasslands (KWT Ref TM41).

(ak) **Reservoir, Woods & Pasture** (Part lies in Wrotham)

Situated on Gault Clay, this area contains a variety of habitats, including a reservoir, swamp and rough grassland, an area of broadleaved coppice woodland and a small meadow (KWT Ref TM04).

### **West Malling Parish**

(al) **St Mary's Churchyard**

The variety of stone and design of tombs, with their different aspects, provides a range of habitats and niches for many species of lichen and bryophytes (KWT Ref TM61).

### **West Peckham Parish**

(am) **Hazel Wood & Paddling Brook Shaw**

This site comprises three blocks of woodland: Hazel Wood, Court Lodge Shaw and Paddling Brook Shaw. The latter is wet woodland, a biodiversity action plan priority habitat. (KWT Ref TM60).

### **Wrotham Parish**

(an) **Wrotham Downs**

This is a fairly important site for species-rare calcareous grassland and associate scrub and relict semi-natural broadleaved woodland (KWT Ref TM05).

(ao) **Wrotham Hill**

Ancient woodland and chalk grassland with 13 ancient woodland indicator plants and 11 chalk grassland indicator plants recorded (KWT Ref TM55).

**Wouldham Parish**

(ap) **Bridge Woods** (Part lies in Burham)

Area of geomorphologically varied semi-natural woodland with wooded dry valleys, chalky slopes, heavy clays and some areas of lighter sands (KWT Ref TM09/ME09).

(aq) **River Medway and Marshes, Wouldham** (Part lies in Halling)

An area of freshwater marsh along the River Medway to the north and dyke divided areas of permanent grazing land to the south (KWT Ref TM03/ME03).

***Regionally Important Geological Sites (RIGS)***

**Aylesford Parish**

(ar) **Aylesford Pit**

A working pit providing excellent sections through Lower Cretaceous and Pleistocene sediments (T&M5 RIGS).

(as) **Hays Depot Yard**

A typical example of Kentish Ragstone and Hassock lithologies with three bands of horizontal Ragstone strata exposed (T&M2 RIGS).

(at) **Wagon's Pit, Aylesford**

A working pit providing excellent sections through Lower Cretaceous and Pleistocene sediments (T&M4 RIGS).

### **Burham Parish**

- (au)                    **Lower Culand Pit**
- An important fossil collecting site from the early 20<sup>th</sup> century, it also provides access to a key interval in the lower chalk (T&M8 RIGS).

### **Ditton Parish**

- (av)                    **Ditton Court Quarry**
- A large former Ragstone quarry which ceased operation in 1984. Due to a large exposed face it is an excellent educational site (T&M3 RIGS).

### **Ightham Parish**

- (aw)                    **Oldbury Hill**
- An important site for appreciating the relationship between geology/geomorphology archaeological and present land-use/natural (plant and animal) habitats (T&M6 RIGS).

### **West Malling Parish**

- (ba)                    **Blaise Farm Quarry, Kings Hill**
- A quarry closed in 2005 but retains excellent exposure of the rag and hassock facies of the Hythe Beds and also provides easy access to Karst (T&M7 RIGS).

### **Wouldham Parish**

- (bb)                    **Peter's Pit, Wouldham**
- Part of a network of Chalk RIGS in the Medway valley, providing access to an infrequently exposed interval in the Lower and Middle Chalks (T&M9 RIGS).

### ***Local Nature Reserves***

#### **Ditton Parish**

- (bc)                    **Ditton Court Quarry Nature Reserve**
- An area of open space where an abundance of wildlife and birds can be seen in their natural habitat.

## **Tonbridge**

### **(bd) Haysden Nature Reserve**

This reserve includes Barden and Haysden Lakes and a stretch of the River Medway within its boundary. These features contribute to the rich variety of wildlife including waterfowl, wild flowers and insect life.

## **Appendix P: Open Spaces (Publicly Accessible)**



Ref	Type	Name	Location	Parish /Town
<b>Parks &amp; Gardens (PG)</b>				
LP13.OS.001	PG	Leybourne Lakes Country Park	Leybourne Way	EM&L
LP13.OS.002	PG	Heath Farm	Kings Hill	EM&L
LP13.OS.003	PG	Nevill Park	Ham Hill	SN
LP13.OS.004	PG	Holborough Park	A228	SN
LP13.OS.005	PG	Haysden Country Park	Lower Haysden Lane	TO
LP13.OS.006	PG	Tonbridge Castle	High Street	TO
LP13.OS.007	PG	Memorial Garden	River Walk	TO
LP13.OS.008	PG	Trosley Country Park	Harvel Road	TR
LP13.OS.009	PG	Manor Park Country Park	Leonard's Street	WM
LP13.OS.010	PG	ST Leonard's Tower	St Leonard's Street	WM

Ref	Type	Name	Location	Parish /Town
<b>Amenity Green Spaces (AGS)</b>				
LP13.OS.011	AGS	Addington Green	Addington	AD
LP13.OS.012	AGS	East Street Green	East Street	AD
LP13.OS.013	AGS	Ferryfield Recreation Ground		AY
LP13.OS.014	AGS	St Marks Green	Alma Road, Eccles	AY
LP13.OS.015	AGS	The Green	Alma Road, Eccles	AY
LP13.OS.016	AGS	London Road		AY
LP13.OS.017	AGS	Blue Bell Hill Picnic Area	Common Road	AY
LP13.OS.018	AGS	Russett Close		AY
LP13.OS.019	AGS	Access land to Riverside	The Old Bridge	AY
LP13.OS.020	AGS	Quarry Wood Industrial Estate	Hermitage Lane	AY
LP13.OS.021	AGS	Coronation Gardens	Aylesford Square	AY
LP13.OS.022	AGS	Crow Hill	Crow Hill Road	BG
LP13.OS.023	AGS	Village Hall Grounds	Burham	BU
LP13.OS.024	AGS	Village Green	New Road	D
LP13.OS.025	AGS	Parallel with M20	Station Road	D
LP13.OS.026	AGS	Bradbourne Park Road		EM&L
LP13.OS.027	AGS	Garner Drive		EM&L
LP13.OS.028	AGS	New Road		EM&L
LP13.OS.029	AGS	Columbine Road		EM&L
LP13.OS.030	AGS	Lime Crescent		EM&L
LP13.OS.031	AGS	Carnation Crescent		EM&L

Ref	Type	Name	Location	Parish /Town
<b>Amenity Green Spaces (AGS)</b>				
LP13.OS.032	AGS	Marlowe Road		EM&L
LP13.OS.033	AGS	Whimbrel Green	Plover Road	EM&L
LP13.OS.034	AGS	Village Green	East Malling	EM&L
LP13.OS.035	AGS	Rear of Leisure Centre	New Hythe Lane	EM&L
LP13.OS.036	AGS	Playing Field	Lunsford Lane	EM&L
LP13.OS.037	AGS	Keats Road	Lunsford Lane	EM&L
LP13.OS.038	AGS	Lunsford Lane		EM&L
LP13.OS.039	AGS	Heath Farm	Kings Hill	EM&L
LP13.OS.040	AGS	Westwood Green	East Peckham	EP
LP13.OS.041	AGS	Signpost Recreation Field	Kelcher's Lane	HA
LP13.OS.042	AGS	Village Green	Mount Pleasant	HI
LP13.OS.043	AGS	Pippin Way	Kings Hill	KH
LP13.OS.044	AGS	The Green	Anson Avenue	KH
LP13.OS.045	AGS	Tower View	Kings Hill	KH
LP13.OS.046	AGS	Willow Mead	Oxley Shaw Lane	L
LP13.OS.047	AGS	The Bomb Hole	Oxley Shaw Lane	L
LP13.OS.048	AGS	Lillieburn open space	Castle Way	L
LP13.OS.049	AGS	Castle Way		L
LP13.OS.050	AGS	Barleycorn	Oxley Shaw/	L
LP13.OS.051	AGS	Willow Road	Castle Way	L
LP13.OS.052	AGS	Baywell	Oxley Shaw Lane	L
LP13.OS.053	AGS	Off Javelin Road	Mereworth	M
LP13.OS.054	AGS	Ostlers Paddock/Cosgrave Field	Church Road	O
LP13.OS.055	AGS	Teston Rd, Playing Fields	Rose Terrace	O
LP13.OS.056	AGS	Offham Village Green	Offham Road	O
LP13.OS.057	AGS	Old Saw Mill	Off The Old Saw Mill	PT
LP13.OS.058	AGS	Village Green Potash Lane	Boneash Lane	PT
LP13.OS.059	AGS	Garratt Memorial Land	Plaxtol	PX
LP13.OS.060	AGS	Spoute Recreation Ground	Plaxtol	PX
LP13.OS.061	AGS	Budds Green		SH
LP13.OS.062	AGS	Dunks Green		SH
LP13.OS.063	AGS	Pilgrims View	St Benedict Road	SN
LP13.OS.064	AGS	The Green	Covey Hall Road	SN
LP13.OS.065	AGS	Augers Field	St Benedict Road	SN
LP13.OS.066	AGS	Willow Side	Holborough Road	SN
LP13.OS.067	AGS	Snodland Recreation Ground	Malling Road	SN
LP13.OS.068	AGS	Lee Road	Covey Hall Road	SN
LP13.OS.069	AGS	Ashbee Close		SN



Ref	Type	Name	Location	Parish /Town
<b>Amenity Green Spaces (AGS)</b>				
LP13.OS.070	AGS	East of Kingfisher Lakes	Rich Road	SN
LP13.OS.071	AGS	Pond	St Benedict Road	SN
LP13.OS.072	AGS	War Memorial & Garden	Stansted	ST
LP13.OS.073	AGS	Church Green	Stansted	ST
LP13.OS.074	AGS	Upper Haysden Lane		TO
LP13.OS.075	AGS	Yardley Park Road	The Haydens	TO
LP13.OS.076	AGS	Cage Green	Royal West Kent Av	TO
LP13.OS.077	AGS	Scotchers Field	Romney Way	TO
LP13.OS.078	AGS	Brook Street		TO
LP13.OS.079	AGS	Salisbury Road		TO
LP13.OS.080	AGS	River Walk	Tonbridge	TO
LP13.OS.081	AGS	Bickmore Way		TO
LP13.OS.082	AGS	Hadlow Stair Rd/Cornwallis Av		TO
LP13.OS.083	AGS	Bishops Oak Ride	Trench Wood	TO
LP13.OS.084	AGS	Hunt Road/Knight Road		TO
LP13.OS.085	AGS	Parkway	Hopgarden Road	TO
LP13.OS.086	AGS	Lodge Oak Lane		TO
LP13.OS.087	AGS	Clare Avenue		TO
LP13.OS.088	AGS	Northwood Road		TO
LP13.OS.089	AGS	Waveney Road		TO
LP13.OS.090	AGS	Alders Meadow		TO
LP13.OS.091	AGS	Brungers Walk	Darenth Avenue	TO
LP13.OS.092	AGS	Quincewood Gardens		TO
LP13.OS.093	AGS	Dernier Road		TO
LP13.OS.094	AGS	Bishops Oak Ride	Trench Wood	TO
LP13.OS.095	AGS	Long Mead Way	Darenth Avenue	TO
LP13.OS.096	AGS	Rear of Hamble Road	Tonbridge	TO
LP13.OS.097	AGS	Brionne Gardens		TO
LP13.OS.098	AGS	Cannon Lane		TO
LP13.OS.099	AGS	Silver Close	South Tonbridge	TO
LP13.OS.100	AGS	Hill Top		TO
LP13.OS.101	AGS	Grass Area	Green Lane	TR
LP13.OS.102	AGS	Land in Glebe Meadow		WA
LP13.OS.103	AGS	Village Green	High Street	WM
LP13.OS.104	AGS	Riverside		WO
LP13.OS.105	AGS	The Green	West Peckham	WP

## Tonbridge & Malling Borough Local Plan

Ref	Type	Name	Location	Parish/ Town
<b>Children's and Young People's Play Area (CYP)</b>				
LP13.OS.106	CYP	Park Road	Addington	AD
LP13.OS.107	CYP	Ferryfield Recreation Ground	Station Road	AY
LP13.OS.108	CYP	Forstal Road	Aylesford	AY
LP13.OS.109	CYP	Tunbury Avenue Recreation Gr.	Tunbury Avenue	AY
LP13.OS.110	CYP	Eccles Recreation Ground	Bull Lane	AY
LP13.OS.111	CYP	The Hollows	Green Acres	AY
LP13.OS.112	CYP	Borough Green Rec. Ground	A25	BG
LP13.OS.113	CYP	Tilton Road/Staley's Acre	Borough Green	BG
LP13.OS.114	CYP	Burham Recreation Ground	Rochester Road	BU
LP13.OS.115	CYP	Ditton Community Centre	Kiln Barn Road	D
LP13.OS.116	CYP	Ditton Recreation Ground	Ditton Place	D
LP13.OS.117	CYP	Recreation Ground	New Hythe Lane	EM&L
LP13.OS.118	CYP	East Malling Recreation Ground	New Road	EM&L
LP13.OS.119	CYP	Playground	Masefield Road	EM&L
LP13.OS.120	CYP	Blake Drive	Larkfield	EM&L
LP13.OS.121	CYP	East Peckham Recreation Ground	Pippin Road	EP
LP13.OS.122	CYP	Hop Bine Close	East Peckham	EP
LP13.OS.123	CYP	Signpost Recreation Field	Kelcher's Lane	HA
LP13.OS.124	CYP	William Field Recreation Field	Marshall Gardens	HA
LP13.OS.125	CYP	Recreation Ground	Riding Lane	HI
LP13.OS.126	CYP	West Wood	Tonbridge Road	HI
LP13.OS.127	CYP	Ightham Recreation Ground	Sevenoaks Road	I
LP13.OS.128	CYP	Gibson Drive	Kings Hill	KH
LP13.OS.129	CYP	The Green	Anson Avenue	KH
LP13.OS.130	CYP	Pippin Way	Kings Hill	KH
LP13.OS.131	CYP	Recreation Ground	Butchers Lane	M
LP13.OS.132	CYP	Braeburn Way	Kings Hill	KH
LP13.OS.133	CYP	Emerald Walk	Kings Hill	KH
LP13.OS.134	CYP	Waterloo Walk	Kings Hill	KH
LP13.OS.135	CYP	Play Area	Lysander Road	M
LP13.OS.136	CYP	Teston Road Playground	Rose Terrace	O
LP13.OS.137	CYP	Stonehouse Field Play Area	Long Mill Lane	PT
LP13.OS.138	CYP	School Lane Recreation Ground	Plaxtol	PX
LP13.OS.139	CYP	Plaxtol Spoute Recreation Ground	Long Mill Lane	PX

Ref	Type	Name	Location	Parish/ Town
<b>Children's and Young People's Play Area (CYP)</b>				
LP13.OS.140	CYP	Ryarsh Village Hall	Birling Road	R
LP13.OS.141	CYP	Potyns Play Area	Paddlesworth Road	SN
LP13.OS.142	CYP	Adventure Recreation Ground	Malling Road	SN
LP13.OS.143	CYP	Recreation Ground	Malling Road	SN
LP13.OS.144	CYP	Saltings Road	Snodland	SN
LP13.OS.145	CYP	Playground Nevill Park	Ham Hill	SN
LP13.OS.146	CYP	Vigo Road	Fairseat	ST
LP13.OS.147	CYP	Malthouse Road	Stansted	ST
LP13.OS.148	CYP	Racecourse Sports Ground	Tonbridge Castle	TO
LP13.OS.149	CYP	Arundel Close Play Area	Tonbridge	TO
LP13.OS.150	CYP	Haysden Country Park	Lower Haysden Lane	TO
LP13.OS.151	CYP	Frog Bridge Playground	Stream Side	TO
LP13.OS.152	CYP	Tonbridge Farm Playground	Darenth Avenue	TO
LP13.OS.153	CYP	Scotchers Field	Romney Way	TO
LP13.OS.154	CYP	Brindles Field	Tonbridge	TO
LP13.OS.155	CYP	Upper Castle Field	The Slade	TO
LP13.OS.156	CYP	Royal West Kent		TO
LP13.OS.157	CYP	Trottiscliffe Play Area	Old School Cottage	TR
LP13.OS.158	CYP	Wateringbury Fields	Fields Lane	W
LP13.OS.159	CYP	West Malling Village Hall	Norman Road	WM
LP13.OS.160	CYP	Manor Park Country Park	St Leonard's Street	WM
LP13.OS.161	CYP	Recreation Ground	Knowle Road	WO
LP13.OS.162	CYP	Farthingfield Recreation Ground	Old London Road	WR
* Hop Bine Close is an uncovered play area; 1 half height goal post				
<b>Children's and Young People's Play Areas - Ball Courts (CYP BC)</b>				
LP13.OS.163	CYP BC	Borough Green Rec. Ground	Maidstone Road	BG
LP13.OS.164	CYP BC	Burham Recreation Ground	Rochester Road	BU
LP13.OS.165	CYP BC	Ditton Community Centre	Kiln Barn Road	D
LP13.OS.166	CYP BC	Recreation Ground	New Road	EM&L
LP13.OS.167	CYP BC	Recreation Ground	New Hythe Lane	EM&L
LP13.OS.168	CYP BC	Pippin Road Recreation Ground	East Peckham	EP
LP13.OS.169	CYP BC	William Field Recreation Ground	Marshall Garden	HA
LP13.OS.170	CYP BC	Hildenborough Recreation Ground	Riding Lane	HI
LP13.OS.171	CYP BC	Gibson Drive	Kings Hill	KH
LP13.OS.172	CYP BC	Leybourne PC Ball Court	Oxley Shaw Lane	L
LP13.OS.173	CYP BC	Stonehouse Field	Long Mill Lane	P

Ref	Type	Name	Location	Parish/ Town
<b>Children's and Young People's Play Area (CYP)</b>				
LP13.OS.174	CYP BC	Potyns Sportsground	Paddlesworth Road	SN
LP13.OS.175	CYP BC	Tonbridge Farm Sportsground	Darenth Avenue	TO
LP13.OS.176	CYP BC	West Malling Primary School	West Street	WM
LP13.OS.177	CYP BC	Farthingfield Recreation Ground	Old London Road	WR
<b>Children's and Young People's Play Areas - Skate Parks (CYP SKP)</b>				
LP13.OS.178	CYP SKP	Eccles Recreation Ground	Bull lane	AY
LP13.OS.179	CYP SKP	Burham Recreation Ground	Rochester Road	BU
LP13.OS.180	CYP SKP	Tonbridge Farm Sportsground	Darenth Avenue	TO
LP13.OS.181	CYP SKP	Wateringbury Fields	Fields Lane	W
LP13.OS.182	CYP SKP	Whitegate Field	Wrotham Road	WR

Ref	Type	Name	Location	Parish/ Town
<b>Outdoor Sports Facilities (OSF)</b>				
LP13.OS.183	OSF	Recreation Ground	Park Road	AD
LP13.OS.184	OSF	Blue Bell Hill Cricket Field	Common Road	AY
LP13.OS.185	OSF	Cricket Green Sports Ground	Eccles	AY
LP13.OS.186	OSF	Recreation Ground	Forstal Road	AY
LP13.OS.187	OSF	Tunbury School Playing Field	Tunbury Avenue	AY
LP13.OS.188	OSF	Tunbury Recreation Ground	Fostington Way	AY
LP13.OS.189	OSF	Blue Bell Hill Recreation Ground	A229	AY
LP13.OS.190	OSF	Aylesford Senior School	Teapot Lane	AY
LP13.OS.191	OSF	Eccles Recreation Ground	Bull Lane	AY
LP13.OS.192	OSF	Aylesford Primary School	Teapot Lane	AY
LP13.OS.193	OSF	Recreation Ground	A25	BG
LP13.OS.194	OSF	Borough Green Primary School	Griggs Way	BG
LP13.OS.195	OSF	Burham P.R. (Cof E) School	Bell Lane	BU
LP13.OS.196	OSF	Burham Rec Ground	Rochester Road	BU
LP13.OS.197	OSF	Kilnbarn Recreation Ground	Kiln Barn Road	D

Ref	Type	Name	Location	Parish/ Town
<b>Outdoor Sports Facilities (OSF)</b>				
LP13.OS.198	OSF	New Road Recreation Ground	Ditton Place	D
LP13.OS.199	OSF	Ditton CE Primary School	New Road	D
LP13.OS.200	OSF	East Malling Recreation Ground	New Road	EM&L
LP13.OS.201	OSF	Brookfield School	Swallow Road	EM&L
LP13.OS.202	OSF	The Malling School	Blacklands	EM&L
LP13.OS.203	OSF	Former Mill Stream Primary School	Mill Street	EM&L
LP13.OS.204	OSF	Kings Hill Sports Park	Kings Hill	EM&L
LP13.OS.205	OSF	Playing Fields	Russett Road	EP
LP13.OS.206	OSF	Hadlow College Playing Fields	Hadlow Road	HA
LP13.OS.207	OSF	Hadlow Cricket Ground	Common Road	HA
LP13.OS.208	OSF	Williams Field Recreation Area	Marshall Garden	HA
LP13.OS.209	OSF	Recreation Ground	Riding Lane	HI
LP13.OS.210	OSF	Sackville School Playing Field	Tonbridge Road	HI
LP13.OS.211	OSF	Ightham Cricket Club Ground	Tonbridge Road	I
LP13.OS.212	OSF	Ightham Recreation Ground	Sevenoaks Road	I
LP13.OS.213	OSF	Kings Hill Cricket Pitch	Kings Hill	KH
LP13.OS.214	OSF	Leybourne Grange	Birling Road	L
LP13.OS.215	OSF	Primary School/Cricket Club	Oxley Shaw Lane	L
LP13.OS.216	OSF	Leybourne Primary School Play	Oxley Shaw lane	L
LP13.OS.217	OSF	Mereworth Playing Field	Butchers Lane	M
LP13.OS.218	OSF	Mereworth C.P. School	The Street	M
LP13.OS.219	OSF	Offham Cricket Ground	Church Road	O
LP13.OS.220	OSF	Stone House Field	Long Mill Lane	PT
LP13.OS.221	OSF	King George's Field	Lingfield Road	PT
LP13.OS.222	OSF	Plaxtol Cricket Club	School Lane	PX
LP13.OS.223	OSF	Ryarsh Recreation Ground	Birling Road	R
LP13.OS.224	OSF	Ryarsh County Primary School	Birling Road	R
LP13.OS.225	OSF	Shipbourne Cricket Club & Pitch	Ightham Road	SH
LP13.OS.226	OSF	Holborough Park Cricket Ground	A228 Holborough Park	SN
LP13.OS.227	OSF	Potyns Sports Field	Paddlesworth Road	SN

## Tonbridge & Malling Borough Local Plan

Ref	Type	Name	Location	Parish/ Town
<b>Outdoor Sports Facilities (OSF)</b>				
LP13.OS.228	OSF	Snodland CE Primary School	Roberts Road	SN
LP13.OS.229	OSF	Holmesdale Technology School	Malling Road	SN
LP13.OS.230	OSF	Snodland Cricket Meadow	Rocfort Road	SN
LP13.OS.231	OSF	Horse & Groom Football Pitch	London Road A20	ST
LP13.OS.232	OSF	Stansted Recreation Ground	Malthouse Road	ST
LP13.OS.233	OSF	Fairseat Recreation Ground	Vigo Road, Fairseat	ST
LP13.OS.234	OSF	Poplar Meadow Cricket	Darenth Avenue	TO
LP13.OS.235	OSF	Tonbridge Angels Football Club	Darenth Avenue	TO
LP13.OS.236	OSF	Tonbridge Farm Sportsground	Darenth Avenue	TO
LP13.OS.237	OSF	Swanmead Sportsground	Swanmead Way	TO
LP13.OS.238	OSF	Racecourse Sportsground	Tonbridge Castle	TO
LP13.OS.239	OSF	Frog Bridge Playing Fields	Shipbourne Road	TO
LP13.OS.240	OSF	Hayesbrook School	Brook Street	TO
LP13.OS.241	OSF	Long Mead County Primary School	Waveney Road	TO
LP13.OS.242	OSF	Trottiscliffe Rec.	School Lane	TR
LP13.OS.243	OSF	Wateringbury Sports & Rec Field	Bow Road	WA
LP13.OS.244	OSF	Norman Road Playing Fields	Norman Road	WM
LP13.OS.245	OSF	Cricket Meadow (Old County Gr)	Norman Road	WM
LP13.OS.246	OSF	Wouldham Recreation Ground	Knowle Road	WO
LP13.OS.247	OSF	Cricket Ground	High Street	WR
LP13.OS.248	OSF	Grange Park School	Borough Green Road	WR
LP13.OS.249	OSF	Farthingfield Recreation Ground	Old London Road	WR
LP13.OS.250	OSF	Potters Mede Sports Ground	A227	WR
LP13.OS.251	Private OSF	Aylesford Rugby Club	Hall Road	AY
LP13.OS.252	Private OSF	Larkfield Sports Ground	New Hythe Lane	EM&L
<b>Outdoor Sports Facilities - Bowling Greens (OSF BG)</b>				
LP13.OS.253	OSF BG	Bowling Green	A25	BG
LP13.OS.254	OSF BG	Ditton Bowls Club	Kiln Barn Road	D
LP13.OS.255	OSF BG	Hadlow Bowling Green	Dray Court	HA

Ref	Type	Name	Location	Parish/ Town
<b>Outdoor Sports Facilities (OSF)</b>				
LP13.OS.256	OSF BG	Bowls Club	Darenth Avenue	TO
LP13.OS.257	OSF BG	Riverside Bowls Club	Tonbridge Castle	TO
<b>Outdoor Sports Facilities - Golf Course (OSF GC)</b>				
LP13.OS.258	OSF GC	Poult Wood Golf Course	Ashes Lane	TO
<b>Outdoor Sports Facilities - Netball Courts (OSF NC)</b>				
LP13.OS.259	OSF NC	Aylesford Rugby Club/Netball Ct	Station Road	AY
LP13.OS.260	OSF NC	Weald of Kent Grammar School (G)	Tudeley Lane	TO
<b>Outdoor Sports Facilities - Synthetic Turf Pitches (OSF STP)</b>				
LP13.OS.261	OSF STP	Potyns Synthetic Turf Pitch	Paddlesworth Road	SN
LP13.OS.262	OSF STP	Synthetic Turf Pitch (All weather)	Darenth Avenue	TO
LP13.OS.263	OSF STP	Whitegate Field	Wrotham Road	WR
<b>Outdoor Sports Facilities - Tennis Courts (OSF TC)</b>				
LP13.OS.264	OSF TC	Tennis Courts	Forstal Road	AY
LP13.OS.265	OSF TC	Tennis Courts	A25	BG
LP13.OS.266	OSF TC	East Malling Recreation Ground	New Road	EM&L
LP13.OS.267	OSF TC	Tennis Courts Russet Road	Pippin Road	EP
LP13.OS.268	OSF TC	Recreation Ground	Riding Lane	HI
LP13.OS.269	OSF TC	Ightham Hard Courts Recreation	Sevenoaks Road	I
LP13.OS.270	OSF TC	Tennis Courts	Gibson Drive	KH
LP13.OS.271	OSF TC	Tennis Courts	The Green	O
LP13.OS.272	OSF TC	Shipbourne & Plaxtol Tennis Club	The Common	SH
LP13.OS.273	OSF TC SO	Holmesdale Technology School	Malling Road	SN
LP13.OS.274	OSF TC	RCS Tennis Courts	Tonbridge Castle	TO
LP13.OS.275	OSF TC	Hugh Christie Sports Ground	White Cottage	TO
LP13.OS.276	OSF TC	Trottiscliffe Tennis Courts	Church Lane	TR
LP13.OS.277	OSF TC	Norman Rd Tennis Courts	Norman Road	WM
<b>Outdoor Sports Facilities - Synthetic Turf Pitches &amp; Athletics Track (OSF STP &amp; AT)</b>				
LP13.OS.278	STP & AT	Tonbridge School	Havelock Road	TO

Ref	Type	Name	Location	Parish /Town
<b>Natural Green Spaces (NG)</b>				
LP13.OS.279	NG	Pinneys open Space	East Street	AD

## Tonbridge & Malling Borough Local Plan

Ref	Type	Name	Location	Parish	
		<b>Natural Green Spaces (NG)</b>			<b>/Town</b>
LP13.OS.280	NG	Bridge Gardens	Station Rd/Forstal Rd	AY	
LP13.OS.281	NG	Podkin Meadow	Robin Hood Lane	AY	
LP13.OS.282	NG	Tunbury Wood	Tunbury Avenue	AY	
LP13.OS.283	NG	Part Flood retention ground	Forstal Road	AY	
LP13.OS.284	NG	Taddington Woods	Taddington Wood Lane	AY	
LP13.OS.285	NG	Podkin Wood	Walderslade Woods	AY	
LP13.OS.286	NG	Yoakley Land	Forstal Road	AY	
LP13.OS.287	NG	Horse Paddock	Pratling Street	AY	
LP13.OS.288	NG	Basted Mill Open Space	Basted Lane	BG	
LP13.OS.289	NG	Crow Hill	Sandyridge/Griggs Way	BG	
LP13.OS.290	NG	Nature Area	Bradbourne Lane	D	
LP13.OS.291	NG	Nature Area	Ditton Court Quarry	D	
LP13.OS.292	NG	Clare Park	Clare Lane	EM&L	
LP13.OS.293	NG	Nature Area, Church Farm	New Hythe Lane	EM&L	
LP13.OS.294	NG	London Road	East Malling	EM&L	
LP13.OS.295	NG	Orchard Road		EP	
LP13.OS.296	NG	Common Land	Smithers Lane	EP	
LP13.OS.297	NG	East Peckham Ponds	Off Branbridges Road	EP	
LP13.OS.298	NG	West Wood	Tonbridge Road	HI	
LP13.OS.299	NG	Hildenborough Church Grounds		HI	
LP13.OS.300	NG	Scathes Wood	Ightham Mote	I	
LP13.OS.301	NG	Oldbury Hill National Trust	Sevenoaks Road	I	
LP13.OS.302	NG	Council Office Greenspace	Gibson Drive	KH	
LP13.OS.303	NG	Council Office Greenspace	Gibson Drive	KH	
LP13.OS.304	NG	Woodland & Woodland Walk	Lambourne Drive	KH	
LP13.OS.305	NG	Kate Reed Wood Walk	Anson Avenue	KH	
LP13.OS.306	NG	Barleycorn	London Road	L	
LP13.OS.307	NG	Leybourne Grange		L	
LP13.OS.308	NG	Leybourne Wood	London Road A20	L	
LP13.OS.309	NG	Kate Reed Wood	Russett Road	M	
LP13.OS.310	NG	Spitfire Wood	Spitfire Road	M	
LP13.OS.311	NG	Platt Woods	Long Mill Lane	PT	
LP13.OS.312	NG	The Napps	Long Mill Lane	PT	
LP13.OS.313	NG	Little Ryarsh Wood	Ryarsh	R	
LP13.OS.314	NG	East Street North	East Street	RY	
LP13.OS.315	NG	The Shipbourne Common	Shipbourne	SH	



Ref	Type	Name	Location	Parish	
		<b>Natural Green Spaces (NG)</b>			<b>/Town</b>
LP13.OS.316	NG	Hoad Common	Shipbourne	SH	
LP13.OS.317	NG	Dene Park	Puttenden Road	SH	
LP13.OS.318	NG	Roughway	Dunk's Green	SH	
LP13.OS.319	NG	Holly Hill Wood		SN	
LP13.OS.320	NG	Brookland Lake		SN	
LP13.OS.321	NG	Holborough Road	A228	SN	
LP13.OS.322	NG	Hollow Lane		SN	
LP13.OS.323	NG	Frogbridge Wood	Shipbourne Road	TO	
LP13.OS.324	NG	Woodland Walk	Romney Way	TO	
LP13.OS.325	NG	Priory Wood		TO	
LP13.OS.326	NG	Quarry Hill Wood	A21	TO	
LP13.OS.327	NG	Waveney Road Woods		TO	
LP13.OS.328	NG	Welland Road		TO	
LP13.OS.329	NG	Wetlands Wildlife Area	Church Lane	TR	
LP13.OS.330	NG	Macey's Meadow	Norman Road	WM	
LP13.OS.331	NG	Shoulder of Mutton Wood	Wouldham	WO	
LP13.OS.332	NG	Wouldham Common	Hill Road	WO	
LP13.OS.333	NG	Butts Hill Wood	Old London Road A20	WR	
LP13.OS.334	NG	Downlands Walk	Wrotham	WR	



## **Appendix Q: Allotments**



Ref	Type	Location	Parish/Borough Council
<b>Allotments (A)</b>			
LP13.A.01	A	Royal British Legion Allotments	Aylesford (RBLI)
LP13.A.02	A	Station Road	Aylesford P.C.
LP13.A.03	A	Belgrave Street	Aylesford PC
LP13.A.04	A	Burham Allotments	Burham PC
LP13.A.05	A	Kiln Barn Road	Ditton Parish
LP13.A.06	A	Pippin Road	East Peckham P.C
LP13.A.07	A	Plover Road	EM & L PC
LP13.A.08	A	Heath Farm Allotments	EM & L PC
LP13.A.09	A	Off High Street Car Park	EM & L PC
LP13.A.10	A	Lunsford Lane	EM & L PC
LP13.A.11	A	Carpenter's Lane	Hadlow PC
LP13.A.12	A	The Freehold	Hadlow PC
LP13.A.13	A	Kelcher's Lane	Hadlow PC
LP13.A.14	A	Butchers Lane	Mereworth PC
LP13.A.15	A	Church Road	Offham PC
LP13.A.16	A	Stonehouse Field	Platt P.C
LP13.A.17	A	Plaxtol Allotments	Plaxtol PC
LP13.A.18	A	Wyvern Close	Snodland TC
LP13.A.19	A	Birling Lands	Snodland TC
LP13.A.20	A	Long Mead Way	TMBC
LP13.A.21	A	Ridgeway Crescent	TMBC
LP13.A.22	A	Clare Avenue	TMBC
LP13.A.23	A	Swanland Drive	TMBC
LP13.A.24	A	Waveney Road	TMBC
LP13.A.25	A	Somerhill Road	TMBC
LP13.A.26	A	Barden Park Road	TMBC
LP13.A.27	A	Green Lane	Trottiscliffe PC
LP13.A.28	A	Brickfields, Old Road	Wateringbury PC
LP13.A.29	A	Ryarsh Lane	West Malling PC
LP13.A.30	A	Oldfield Drive	Wouldham PC
LP13.A.31	A	Pilgrims Way	Wrotham PC



## **Appendix R: Open Space – Standards & Implementation Process**





**Open Space Standards – On-site provision**

Type	Area	Standard (ha per 1000 pop.)
<b>Outdoor Sports Facilities</b> (sports pitches, tennis, athletics, bowls)	Borough-Wide	<b>1.6</b> (of which a minimum of 1.2 is for playing pitches)
<b>Children's and Young People's Play Areas</b> (equipped play areas, skate parks, ball courts, informal play space and MUGAs)	Borough-Wide	<b>0.55</b> (of which a minimum of 0.25 is for equipped/designated play areas)
<b>Natural and Semi-Natural Greenspaces</b>	Borough-Wide	<b>1.0</b>
<b>Amenity Green Spaces</b>	Borough-Wide	No standard - The provision of amenity greenspace will be design-led rather than prescribed and will be addressed in other policies seeking to achieve a high quality environment.
<b>Total Requirement</b>		<b>3.15</b>

**Open Space Standards – Off-site provision**

Type	Area	Standard (ha per 1000 pop.)
<b>Parks and Gardens</b>	Borough-Wide	<b>2.2</b>

## Open Space Provision: Implementation Process

### Decision-making Flowchart

<b>STEP 1</b>	Q. Will the type of development generate a need for open space?	
	↓ Yes ↓	No. Decision – No provision required.
<b>STEP 2</b>	Q. What level of open space need will be generated by the development proposal?	
<b>STEP 3</b>	Q. Can new on-site open space provision be made, fit-for-purpose, in accordance with the standards?	
	↓ Yes ↓	↓ No ↓
	Decision – Provide open space on-site in accordance with the standards.	
<b>STEP 4</b>	Q. Can new off-site open space provision be made, fit-for-purpose, within a reasonable proximity of the site?	
	↓ Yes ↓	↓ No ↓
	Decision – Provide open space off-site (directly or indirectly via developer contributions) in accordance with the standards.	Decision - Secure developer contributions to enhance existing open spaces in proximity to the development site.

#### Step 1: Will the type of development generate a need for open space?

The following forms of development will generate a requirement for publicly accessible open space provision:

- Open market housing
- Affordable housing
- Permanent mobile homes and permanent static caravans

The following forms of development will not generate a requirement for publicly accessible open space provision:

- Extensions to dwellings
- Residential care homes (use class C2)

**Step 2: What level of open space need will be generated by the development?**

This is determined by taking account of the likely population that will occupy the development which is calculated on the following basis:

**Average household size per dwelling**

Dwelling Size	Av. Household Size (persons)
1 bed Flat	1.25
2 bed Flat	1.64
3+ bed Flat	2.17
1 bed House	1.30
2 bed House	2.11
3 bed House	2.62
4+ bed House	3.25

Source: The New Build Survey 2005 (Kent County Council)

The likely population is then multiplied by the relevant standard as expressed per person:

**Open Space Standards – On-site provision**

Type	Area	Standard (sq. m per person)
<b>Outdoor Sports Facilities</b> (sports pitches, tennis, athletics, bowls)	Borough-Wide	<b>16</b>
<b>Children’s and Young People’s Play Areas</b> (equipped play areas, skate parks, ball courts, informal play space and MUGAs)	Borough-Wide	<b>5.5</b>
<b>Natural and Semi-Natural Greenspaces</b>	Borough-Wide	<b>10</b>
<b>Amenity Green Spaces</b>	Borough-Wide	No standard - The provision of amenity greenspace will be design-led rather

Type	Area	Standard (sq. m per person)
		than prescribed and will be addressed in other policies seeking to achieve a high quality environment.
<b>Total Requirement</b>		<b>31.5</b>

### Open Space Standards – Off-site provision

Type	Area	Standard (sq. m per person)
<b>Parks and Gardens</b>	Borough-Wide	<b>22</b>

### Step 3: Can new on-site open space provision be made, fit-for-purpose, in accordance with the adopted standards?

The preference is to seek a functional form of open space that is fit-for-purpose on-site. Fields in Trust (FiT)<sup>4</sup> has produced recommended minimum sizes for different categories of open space (see overleaf). The Council will have regard to these in assessing whether a functional form of open space provision can be made on-site.

Where this is not practicable off-site provision will be sought (Step 4)

### Step 4: Can new off-site open space provision be made, fit-for-purpose, within a reasonable proximity of the development site?

Off-site provision will be sought within a reasonable proximity of the development site where it is not practicable to deliver a functional form of open space on-site.

'Reasonable proximity' does vary depending on the category of open space.

For outdoor sports facilities such as playing pitches, there is a willingness to travel a few miles to attend matches, resulting in a radius around development sites extending across significant parts of the borough.

However, for other forms of open space, it is reasonable to expect provision to be made within close proximity of the development site to serve the people living there. This applies to the category of 'Children's and Young People's' play areas.

<sup>4</sup> Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (England) (October 2015): [www.fieldsintrust.org](http://www.fieldsintrust.org)

## FIT Recommended minimum sizes

Open space typology	Minimum sizes	Minimum dimensions	Buffer zones	
Playing pitches	<b>Association football</b>			
	Adult soccer	0.74ha	106 x 70 metres	-
	Mini soccer U7/U8 pitch	0.14ha	43 x 33 metres	-
	Mini soccer U9/U10 pitch	0.25ha	60 x 42 metres	-
	<b>Rugby Union</b>	0.70ha	100 x 70 metres	-
	<b>Hockey</b>			
Mini Hockey	0.31ha	65 x 48 metres	-	
	<b>Lacrosse</b>	0.66ha	100 x 60 metres	-
	<b>Cricket</b>			
	Senior recreational 12 pitch	1.43ha	111.56 x 128.04 metres	-
Other outdoor (non-pitch) sports	<b>Athletics</b>			
	6 lane track	1.51ha	172.03 x 87.64 metres	-
	<b>Tennis courts</b>			
	1 recreational court	0.06ha	34.75 x 17.07 metres	-
	2 recreational courts For each adjacent court	0.11ha 0.05ha	34.75 x 31.70 metres 34.75 x 14.63 metres	-
	<b>Bowling greens</b>			
	Flat green	0.12ha	34.4 x 34.4 metres	-
	Crown green	0.08ha	27.4 x 27.4 metres	-
Equipped/designated play areas	<b>LAP</b>	0.01ha	10 x 10 metres (minimum activity zone of 100sqm)	5m minimum separation between activity zone and the boundary of dwellings
	<b>LEAP</b>	0.04ha	20 x 20 metres (minimum activity zone of 400sqm)	20m minimum separation between activity zone and the habitable room façade of dwellings
	<b>NEAP</b>	0.1ha	31.6 x 31.6 metres (minimum activity zone of 1,000sqm comprising an area for play equipment and structures & a hard surfaced area of at least 465sqm (the minimum needed to play five-a-side football))	30m minimum separation between activity zone and the boundary of dwellings
Other outdoor provision (MUGAs and skateboard parks)	<b>MUGA</b>	0.1ha	40 x 20 metres	30m minimum separation between activity zone and the boundary of dwellings

## Step 4 continued

For CYPs, it is reasonable to expect provision to be made within easy walking distance.

FiT has produced a set of benchmark guidelines which the Council will have regard to (see below) when seeking off-site provision.

Open space typology	WALKING GUIDELINE (walking distance: metres from dwellings))
Equipped/designated play areas	Local Area for Play (LAP) – 100m Locally Equipped Area for Play (LEAP) – 400m Neighbourhood Equipped Area for Play (NEAP) – 1,000m
Other outdoor provision (MUGAs and skateboard parks)	700m

Where there are no options to deliver off-site provision within a reasonable proximity of the development site, the Council will seek a developer contribution (commuted sum) commensurate to the open space requirement.

The commuted sum will be used to enhance existing publicly accessible open space in the borough. The initial focus will be on open spaces within a reasonable proximity of the development site.

The calculation of the commuted sum will be based upon typical costings for open space provision (see below). The cost of provision will be indexed linked (retail price index).

Open space	Provision Cost £ per sq. m
Outdoor Sports Facilities	£69.66
Children's and Young People's Play Areas	£213.84
Natural Green Spaces	£6.81
Parks and Gardens	£25.13

The calculation of the commuted sum is:

Total persons occupying development  $\times$  adopted standard of open space per person (sq. m)  $\times$  costings of open space provision per sq. m

## **Appendix S: Monitoring Indicators**





Indicator no.	Indicator	Target	Source of monitoring	Trigger	Frequency	Action	Policy
<b>General/Whole Plan</b>							
TMBC 1	<b>Number and nature of departures for the Local Plan granted consent per year</b>	[No specific target]	Analysis of appeal decisions	Analysis of departures reveals a significant trend/ issue in the nature of departures obtaining consent.	Annually	Consider the need for changes to the Local Plan as part of a Local Plan review	Whole Plan
TMBC 2	<b>Appeals lost against Local Plan</b>	[No specific target]	Analysis of appeal decisions	Analysis of appeal decisions reveal a significant policy omission or issue.	Annually	Consider the need for changes to the Local Plan policies as part of a Local Plan review	Whole Plan
TMBC 3	<b>Successful delivery of the schemes in the IDP</b>	Successful and timely delivery of the essential schemes identified in the IDP	Monitor through section 106	Annual update of the IDP identifies risk to the delivery of essential schemes including: Risk of a short fall in funding or Risk to the timing of delivery.	Annually	Identify actions which would be used to overcome barriers to deliver infrastructure.  Consider the need for a review of the IDP	LP10
TMBC 4	<b>Number of designated sites</b>	No net loss of designated sites.	Monitoring of decision notices i.e. change from employment to housing	Analysis of planning decisions revealing a deviation from the development plan.	Annually	Consider the need for changes to the Local Plan as part of a Local Plan review	LP11
<b>Housing</b>							
TMBC 5	<b>Progress on allocated housing sites</b>	Timely delivery of allocated sites	Monitoring of decision notices	Persistent shortfall in annual completions on allocated sites compared with target rates in the trajectory.	Annually	Review deliverability of housing sites and address barriers to delivery, including bringing sites in the long term trajectory forward, where necessary	LP3
TMBC 6	<b>Number of plots for self-build units consented</b>	The delivery of serviced plots meets or exceeds that of the required need within the specified phasing period	Monitoring of decision notices	A sustained low rate of delivery of plots compared with registered interest. In relation to Government phasing guidelines	Annually	Review approach towards self-build plot provision, including with Registered Providers and housebuilders  Assess the effectiveness and interpretation of Policy LP45 as part of a Local Plan Review	LP3, LP46
TMBC 7	<b>Number and tenure of affordable homes delivered</b>	Number and tenure of affordable homes completed/ consented per annum is in accordance with the policy requirements (LP38)	Liaise with Housing Services	Affordable housing delivery falls significantly below annual requirements.  Tenure of affordable housing delivery deviates significantly from the indicative policy target.	Annually	Work with Registered Providers to secure greater delivery or change to tenure of delivery  Review interpretation of approach regarding off-site contribution	LP39
TMBC 8	<b>Number of dwellings of different sizes (measured by number of bedrooms) consented</b>	Mix of dwellings consented, corresponds with the dwelling size mix in the SHMA referenced in LP39	Monitored through decision notices (however not always given due to permission being outline)	Analysis of housing being delivered shows that a range or specific needed type of housing is not being delivered at the needed rate or level.	Annually	Review interpretation of Policy LP39  Work with housebuilders to identify and address the mismatch	LP40

Indicator no.	Indicator	Target	Source of monitoring	Trigger	Frequency	Action	Policy
<b>Employment</b>							
TMBC 9	<b>Total amount of class B employment floor space consented/completed by type</b>	Timely delivery of allocated sites for employment use	Monitoring of decision notices	Analysis of consents reveals a low rate of delivery in class B employment space with in the monitoring year.	Annually	Identify if barriers to delivery can be overcome, for example through the develop management process, including resolving specific constraints	LP35
<b>Retail</b>							
TMBC 10	<b>Area of (ground floor) retail floor space consented within Tonbridge Town Centre</b>	No net loss of (ground floor) retail floor space	Monitoring of decision notices	Analysis consents reveals shows that a significantly high proportion of ground floor retail space is being lost.	Annually	Consider the need for changes to Policies LP7 & LP8 as part of a review of the Local Plan	LP7, LP8
<b>Gypsies and Traveling Showpeople</b>							
TMBC 11	<b>Delivery of Gypsy and Traveller pitches</b>	Net increase in permanent pitches/ plots sufficient to meet the identified need up to 2031	Enforcement & DM?	The number of permanent pitch/ plot consents granted are significantly above or below identified need	Annually	Consider the need for changes to the Local Plan allocations and/ or revising Policy LP37 as part of a review of the Local Plan	LP38
<b>Natural Environment- Biodiversity</b>							
TMBC 12	<b>Area (per ha) of habitats</b>	Net increase of priority habitat per annum as a result of new development	Monitoring of planning applications and decision notices	Analysis of the relevant consents shows a no or little gain or improvement of habitat in an area as a result of development.	Annually	Review reasons for loss to ensure correct application of the Local Plan policies	LP19 and Strategic Sites
<b>Good Design and Sustainable Design</b>							
TMBC 13	<b>Number of new dwellings failing to meet the Building regulations requirements on water efficiency</b>	Have all development meet new water efficiency standards as stated in Local Plan policy LP43	Environment Agency	Development is granted permission when it does not meet water efficiency standards as stated in LP43	Annually	Review reasons for failure to comply, to ensure correct application of Local Plan policies	LP44
TMBC 14	<b>Number of units that do not comply with internal space standards</b>	All consented developments meet the Governments Internal Space Standards	Monitoring of Planning applications and decision notices	Analysis of the relevant consents shows there have been grants of planning permission that do not meet the required space standards	Annually	Review reasons for failure to comply, to ensure correct application of Local Plan policies	LP43
TMBC 15	<b>Area (ha) of publicly accessible open space</b>	Net gain over the plan period	Monitoring of decision notices	Analysis of consents to calculate the provision of publicly accessible open space	Annually	Review reasons for failure to comply, to ensure correct application of Local Plan policies	LP41
<b>Transport</b>							
TMBC 16	<b>Provision of Travel Plans</b>	Timely delivery of new or improvements to travel arrangements in the agreed area associated with the development. Improving interconnectivity and improving air quality	Monitor through planning application documents	Travel arrangements have not improved or have worsened as a result of development.	Annually	Identify measures to overcome barriers to delivery	LP23



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