

Tonbridge and Malling Borough Council

LOCAL DEVELOPMENT FRAMEWORK

TONBRIDGE CENTRAL AREA ACTION PLAN

POSITION STATEMENT No TON05

Schedule of Proposed Changes

Tonbridge and Malling Local Development Framework

Position Statement TON05

Schedule of Proposed Changes

1. Purpose

- 1.1 The attached schedule includes all of the changes proposed to the Area Action Plan in the various Position and Response Statements. It is cross-referenced to those Statements and, where appropriate, to the relevant representation(s). At the back of this Statement are the two additional Annexes to the Area Action Plan put forward in Position Statement TON04.
- 1.2 The Schedule also includes a few technical changes, the most important of which is the addition of a new Section 1.3 which indicates which saved Local Plan policies are superseded by which Area Action Plan policies. This is a requirement of Regulations 13(5) of the Town and Country Planning (Local Development) Regulations 2004.
- 1.3 It does not include minor typographical corrections or changes to update the document in respect of the renumbering of Core Strategy policies and the removal of the word “draft” before every reference to PPS3 and PPS25. These changes will be made in the final editing of the document.
- 1.4 This schedule will be updated, as necessary, in the light of any changes that might arise during the discussion of matters at the Hearing.

Schedule of Proposed Changes

Proposed Change	Reason
<p>Para 1.2.1 – Revise final bullet point to read:</p> <ul style="list-style-type: none"> • The Conservation Area is an area of architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. It is not designated through the development plan process. The extent of the Conservation Area within the limits of the Central Area Action Plan is shown on the Proposals Map for information. It is subject to saved Policy P4/4 of the adopted Tonbridge and Malling Borough Local Plan (or its successor Policy to be included in the Environmental Protection Development Plan Document) and various other Policies in the Area Action Plan. <u>Certain AAP policies apply to it.</u> 	<p>Technical Change – the Secretary of State has not saved Policy P4/4.</p>
<p>Section 1.3 - Insert the following new Section</p> <p>1.3 Saved Local Plan Policies</p> <p>1.3.1 On the 28 September 2007 a Direction issued by the Secretary of State came into effect indicating which of the policies in the adopted Tonbridge and Malling Borough Local Plan could be saved. Regulation 13(5) of the Town and County Planning (Local Development) Regulations 2004 indicates that where a Development Plan Document contains a policy that is intended to supersede another policy it must state that fact and identify the superseded policy.</p> <p>1.3.2 The following saved Local Plan policies are superseded by policies in this Area Action Plan.</p>	<p>Technical Change – to ensure compliance with the Regulations</p>

Local Plan Policy	Title	Superseded by AAP Policies
Policy P2/10	New Development Opportunities	Policy TCA11(d), (e) and (f) and TCA10.3(e)
Policy P2/11	Main Shopping Areas	Policies TCA3, TCA4 and TCA5
Policy P2/12	The Upper High Street	Policy TCA5
Policy P2/13	Pedestrian Priority	Policy TCA13
Policy P7/7(k) & (l)	Tonbridge Urban Transport Strategy	Policy TCA12.2
Policy P7/8(f)	Lansdowne Road Link	Policy TCA12.4

<p>Para 2.1.3 – Revise the second sentence to read:</p> <p>Although this is not part of the statutory LDF <u>development plan</u>, the Master Plan has been <u>was</u> prepared following consultation on the Preferred Options for the Area Action Plan.</p>	Technical Change – for clarification
<p>Para 2.2.2 – revise the first sentence to read:</p> <p>2.2.2 The draft South East Plan identifies Tonbridge together with Tunbridge Wells as a Transport Hub of regional significance <u>Regional Hub</u>.</p>	Position Statement TON01 In response to Rep 158.13
<p>Para 2.2.4 – revise final part of paragraph to read:</p> <p>2.2.4 Initial research prior to the AAP exercise suggested the opportunity exists to provide <u>up to</u> a further 24,000 <u>12,066</u> sq.m of comparison retail floorspace and some 2,600 <u>1,350</u> sq m of convenience floorspace within the central area <u>up to 2016 assuming a 10% increase in retention levels. This could increase up to 16,024 sq. m of comparison floorspace if there were to be significantly increased retention levels in excess of 20%. The master planning exercise established Annex A demonstrates</u> that there is scope to accommodate a potential <u>net increase of at least 13,500</u> 27,000 sq. m of new retail floorspace within the central area.</p>	Response Statement TON01 To ensure internal consistency and conformity with the Retail Study undertaken by Nathaniel Lichfield and Partners

<p>Para 4.5.7 – Revise to read:</p> <p>4.5.7 (outside the Area Action Plan): In the medium to long term the attraction of the route around the Central Area will be improved further by planned improvements to the Cannon Lane/Hadlow Road junction.</p>	<p>Technical Change – having regard to para 3.10 of Position Statement TON04</p>
<p>Para 4.8.14 – revise the first part of the paragraph to read:</p> <p>The mixed-use function of the Town Centre should be reinforced by design- the design and mix of new development. <u>the design and mix of new development.</u> The design of new development within the Town Centre must be able to accommodate a mix of uses at every level from quarter to street to individual building.</p>	<p>Position Statement TON01 In response to Rep 301.12</p>
<p>Para 5.1.2 - Add the following sentence at the end of the paragraph:</p> <p>The Council recognises the importance of the market to the town centre and will seek to accommodate the market in a suitable location.</p>	<p>Position Statement TON01 In response to Rep 104.01</p>
<p>Para 5.2.1 – Revise the first sentence to read:</p> <p>5.2.1 Evolving Government Policy on flood risk is contained in draft PPS25 ‘Development and Flood Risk’</p>	<p>Technical Change - updating</p>
<p>Chapter 6 - Revise title to read:</p> <p>6. Delivery <u>and Monitoring</u> Strategy</p>	<p>Position Statement TON04 To incorporate reference to a Monitoring Strategy</p>

<p>Section 6.1 retitle as – <u>Development Contributions</u></p>	<p>Position Statement TON01 In response to Rep 175.31</p>
<p>Section 6.2 – Insert the following new paragraph at the end of the Section</p> <p>6.2.6 Annex C sets out the means of delivery, including delivery agencies and indicative timescales, for each of the proposals in the AAP, including all development proposals, public realm enhancements and transport schemes. The broad timescales included in the Annex are indicative and would not normally be used to phase or programme a development unless there was good reason. Those sites that are indicated in the first five years are either those where the Council is the landowner and will be directly influencing the release of land, or otherwise where developer or landowner intentions are known and are being encouraged or facilitated by the Council. Those programmed for the 5-10 year period are those sites where the Council is confident that the land will come forward for development, but where there is either some known constraint, such as land assembly that first needs to be addressed, or currently no developer interest. Those indicated for the post 10-15 year period or not programmed at all are those more aspirational sites where the Council does not necessarily expect development to come forward, but if it does the AAP provides an appropriate context for its consideration.</p>	<p>Position Statement TON04 To amplify the Delivery Strategy</p>
<p>Insert the following new Section at the end of the Section 6</p> <p>6.4 Monitoring</p> <p>The Council will monitor the performance of the Area Action Plan and the implementation of its proposals. The monitoring process will be reported in the</p>	<p>Position Statement TON04 To incorporate reference to a Monitoring Strategy</p>

Annual Monitoring Report which is published at the end of December each year. The aim of monitoring is to establish whether the town centre strategy is continuing to be appropriate and whether it is still providing an adequate framework for development. It will also be necessary to test the assumptions upon which the Area Action Plan is based and the continuing relevance and effectiveness of the policies it contains.

The key aims of the Tonbridge Central Area Strategy that can and need to be monitored, in order to measure the effectiveness of Area Action Plan, are:

- achieving a diverse range of activities
- improving transport access and movement

To monitor the performance of the Strategy, a number of Core Output and local performance indicators have been derived and are set out in **Annex B**. These indicators have been developed to provide a consistent basis for monitoring performance against the objectives of the Development Strategy. Where practicable, targets have been set. However, in a number of cases targets can not realistically be identified because an initial period of monitoring needs to be undertaken in order to establish baseline information. In other cases, the target is simply to match or improve upon the previous year's performance. The indicators are structured in accordance with the Development Strategy¹ set out in Chapter 5 of this Area Action Plan.

In addition, the Annual Monitoring Report will record the implementation status of each specific development proposal referred to in Policy TCA11, the public realm improvements referred to in Policy TCA10.3 and the transport schemes referred to in Policies TCA12, 13 and 14.

¹ With the exception of Theme 5 'Transport' - see Tonbridge Central Area Spatial Strategy

<p>Para 7.13 – Revise to read:</p> <p>7.1.3 In order to ensure a high standard of design within the Tonbridge Central Area as defined on the Proposals Map (Fig 6), that responds to the design principles set out in Section 4 and illustrated in the Site Design Components (SDC) on Fig 4, all proposals will be required to satisfy all of the relevant criteria in the following policy.</p>	<p>Technical Change – for consistency with change to Policy TCA1 in response to Rep 301.19</p>
<p>Policy TCA1 – Revise the first part of the policy to read:</p> <p>Development within the Central Area of Tonbridge as defined on the Proposals Map will be required to satisfy the following requirements:</p>	<p>Position Statement TON01 In response to Rep 301.19</p>
<p>Policy TCA1 – Revise section (e) to read:</p> <p>e) the design of development, encompassing scale, layout, site coverage and orientation of buildings, external appearance, roofscape (including any necessary screening of service plant), materials and hard and soft landscape, must respect the context of the site and the character of the part of the Town Centre within which it is located, especially when viewed <u>from the Castle and from</u> high view points to the south of the Town Centre, and facilitate the proper use of CCTV; and</p>	<p>Position Statement TON01 In response to Rep 104.03</p>

<p>Policy TCA2 – Revise part 1 of the Policy to read:</p> <p>1. Within the Central Area planning permission will be granted for uses which support the regeneration of the Town Centre including <u>on identified sites</u>, retail, business, leisure, cultural and community activities, entertainment, health services, education, offices, food and drink outlets and residential use.</p>	<p>Position Statement TON01 In response to Rep 310.20</p>
<p>Policy TCA2 – Revise Part 2 of the Polciy to read:</p> <p>2. Planning permission will be refused where the individual or cumulative effect of changes of use would detract from the vitality of shopping streets or <u>have an unacceptable impact on the amenity of Town Centre residents.</u></p>	<p>Position Statement TON01 In response to Rep 301.20</p>
<p>Policy TCA2 - Revise subsection (e) of Part 4 of the Policy to read:</p> <p>e) <u>achieve residential densities consistent with draft PPS3 in accordance with Government guidance</u>, with higher densities for sites <u>in close proximity to Tonbridge Station where there is good accessibility to public transport links;</u></p>	<p>Position Statement TON01 In response to Rep 169.10</p>
<p>Policy TCA2 - Revise subsection (i) of Part 4 of the Policy to read:</p> <p>i) <u>incorporate any necessary mitigation measures identified as a result of an archaeological assessment and/or ecological assessment where appropriate;</u></p>	<p>Position Statement TON01 In response to Rep 064.15</p>

<p>Policy TCA2 – Revise subsection (j) of Part 4 of the Policy to read:</p> <p>j) make provision for improvements to community, leisure, <u>cultural</u>, public realm and transport facilities through <u>by such means as an appropriate contribution to the Tonbridge Central Area Regeneration Fund pursuant to Policy TCA19.</u></p>	<p>Position Statement TON01 In response to Reps 004.08 and 301.20</p>
<p>Policy TCA10 – Revise Part 1 of policy to read:</p> <p>1. Within the Tonbridge Central Area as defined on the Proposals Map the Borough Council will, either itself or jointly with Developers, promote proposals to enhance the public realm to improve the appearance and accessibility of the Town Centre.</p>	<p>Technical Change – for consistency with the proposed change to Policy TCA1.</p>
<p>Policy TCA 11 – Add the following sentence at the end of the introductory paragraph to the Policy:</p> <p><u>.....business/commercial, community, cultural, leisure, hotel and residential use. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements including any necessary contributions towards the provision of recreation, education and other community facilities pursuant to Core Policy CP25.</u></p>	<p>Response Statement TON01 For consistency with the approach in the Development Land Allocations DPD and in the light of Rep 65.10</p>
<p>Policy TCA11(a) – Botany – add the following bullet point:</p> <ul style="list-style-type: none"> contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>

<p>Policy TCA11(b) – The Tonbridge Station Complex - add the following bullet point :</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(b) – The Tonbridge Station Complex - add the following bullet point:</p> <ul style="list-style-type: none"> • the retention of at least the existing amount of commuter car parking on site. 	<p>Position Statement TON01 In response to Rep 055.01</p>
<p>Policy TCA11(f) – River Lawn – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(i) – Quarry Hill Road/Waterloo Road – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(j) – Sovereign House – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(k) – Waitrose/Iceland Car Park – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>

<p>Policy TCA11(l) – Tannery Trading Estate – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(n) – Sovereign Way North – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(o) – Munday Works – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA11(p) - Avenue de Puy East – revise the first part of the policy to read:</p> <p>p) Avenue de Puy East (SDC20 and SDC21) – suitable for commercial offices, further education, or other significant employment generating activities suitable for a location in the Tonbridge Central Area <u>non-retail uses appropriate to a town centre location</u>, subject to:</p>	<p>Position Statement TON01 In response to Rep 301.28</p>
<p>Policy TCA11(v) – Priory Road/Goldsmith Road Junction West – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>

<p>Policy TCA11(w) – Priory Road/Goldsmith Road Junction East – add the following bullet point:</p> <ul style="list-style-type: none"> • contributions towards the improvement of off-site sewerage capacity. 	<p>Response Statement TON01 In response to Rep 65.10</p>
<p>Policy TCA12 - Insert the following new section at the beginning of the Policy:</p> <ol style="list-style-type: none"> 1. The mix of town centre development will be aimed at reducing the need to travel and each development site will be required to bring forward proposals that are complementary to the Transport Strategy. The emphasis will be on measures to support sustainable forms of transport. <p>Existing paragraphs 1, 2 and 3 of Policy TCA12 would then be renumbered 2, 3 and 4.</p>	<p>Position Statement TON02 In the light of Reps 316.01, 319.01/02 and 069 (Highways Agency)</p>
<p>Para 7.7.2 - Revise the paragraph to read:</p> <p>7.7.2 In order to ensure the continued vibrancy of the town centre, car parking will continue to be provided at a level which meets essential need whilst encouraging the use of alternative modes of travel. <u>Maximum parking standards will act as a benchmark against which reductions in parking provision can be judged as part of comprehensive packages of sustainable transport initiatives that will be identified through Transport Assessments and Travel Plans associated with individual development proposals.</u></p>	<p>Response Statement TON02 In response to Rep 69 (Highways Agency)</p>

<p>Para 7.8.2 - Revise the end of the paragraph to read:</p> <p>The fund would permit the pooling of contributions which could be ring-fenced for specific projects aimed at raising the environmental quality of the Central Area and addressing the needs of its users. <u>This will encompass the transport strategy including contributions towards the provision of the London Road/Hadlow Road Link that lies outside the Central Area.</u></p>	<p>Position Statement TON02 In the light of Reps 321.01, 309.01, 318.01, 14.01 and 055.05</p>
<p>Policy TCA19 – Tonbridge Central Area Regeneration Fund – revise the first part of the policy to read:</p> <p>Prior to granting planning permission for development on sites within the Central Area agreement will be reached with the Borough Council about an appropriate level of contribution towards the Tonbridge Central Area <u>Regeneration</u> Fund. The level of contribution will be determined by <u>in line with Government Guidance, having regard to:</u></p>	<p>Position Statement TON01 In response to Rep 301.29</p>

Performance Indicators

Definition of Indicators

Core Output – measure quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies. They are identified by central Government (ODPM)

Local - address outputs of policies not covered by LDF Core Output Indicators

Contextual – establish the baseline position of the wider social, environmental and economic circumstances. Not directly related to the implementation of planning policies.

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 1. Retail - an improved retail offer, including integration of new retailing with the existing High Street shops						
1.1	Amount of completed retail development	Core Output 4a	Not yet collected	Not established - compliance with recommendations of Retail Studies	Annually	TMBC - RLS
1.2	% of completed retail development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established - compliance with recommendations of Retail Studies	Annually	TMBC - RLS
1.3	Tonbridge Town Centre - Pedestrian Flows	Local Indicator	Pedestrian activity increased in 2005 from the level in 2004. (See AMR 2006)	Not established for Tonbridge although achieving higher flows than 2005 with a year on year increase will be the minimum requirement	Annually	Survey work
1.4	Tonbridge Town Centre - Vacancy Rates	Local Indicator	Significant drop in the vacancy rates for both the lower and upper High Street in 2005 from 2004 (see AMR 2006)	Not established for Tonbridge although achieving lower rates than 2005 will be the minimum requirement with the objective of a year on year decrease.	Annually	Survey work
1.5	% of retail frontages in central Tonbridge	Local Indicator	For 2005, 76% of the frontages in the lower High Street area were in retail use	Not established - at least better than the base figure of 76% with the objective of a year on year improvement	Annually	Survey work
Theme 2. Housing - significant amount, including the integration of family housing, to support sustainable regeneration						
2.1	Housing Trajectory for central Tonbridge	Core Output 2a	Not yet established for	Annual target of 71 dwellings per annum	Annually	TMBC - HIA

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
			Tonbridge			
2.1	% of new dwellings completed above 50 dwellings per hectare	Core Output 2c(iii)	18% -Borough-Wide (2004/05)	Not established for Tonbridge - At least 25%	Annually	TMBC - HIA
2.2	% of new dwellings of 3 or more bedrooms	Local Indicator	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HIA
Theme 3. Leisure, Recreation & Community - new leisure opportunities to increase the appeal of the Central Area for both the local community and visitors to the town						
3.1	Amount of completed leisure development	Core Output 4a	Not yet collected	Not yet established	Annually	TMBC -
3.2	% of completed leisure development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established -	Annually	TMBC -
Theme 4. Employment - additional and more diverse employment opportunities, particularly B1 (offices) as part of mixed use development						
4.1	Amount of completed office development	Core Output 4a	Not yet collected	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.2	% of completed office development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.3	% of residents who think that for their local area, over the past three years, that job prospects have got better or stayed the same	Contextual	74.8% - Borough-Wide	80% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
4.4	% of young people (16-24 years old) in full-time education or employment	Contextual	85.6% - Borough-Wide	90% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
Theme 5. Transport - improving transport access and movement (see Tonbridge Central Area Spatial Strategy)						
5.1	% of development in Tonbridge within 400 metres of half hourly bus service	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HLS ELS RLS
5.2	Number of planning applications with approved Travel Plans	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - DC

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
5.3	Length of cycling routes in Tonbridge completed	Local	No updated monitoring for Tonbridge	Not established for Tonbridge	Annually	KCC - Cycling Strategy for TMBC
5.4	% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same	Contextual	28.9% - Borough-Wide	37% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
5.5	% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same	Contextual	67.2% - Borough-Wide	78% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
1.1	Theme 6. Health - scope for both public and private health provision					
6.1	% of residents who think that for their local area, over the past three years, that health services have got better or stayed the same	Contextual	73.3% - Borough-Wide	81% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)

Insert the following new Annex at the end of the Area Action Plan

Implementation and Delivery

Development Proposals (Policy TCA11)

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA11(a) Botany	Borough Council (as land owner) County Council (if library is relocated) Sainsburys Highway Authority Housing Association(s) Environment Agency	0-5 years	Private Sector Housing Corporation LTP	The Borough Council owns most of the land in this area. It has prepared a Planning Brief to guide development. It has entered a partnership arrangement with Sainsburys for that company to take forward the development of the area in accordance with the terms of the Brief. The County Council is considering relocating the library within the development. A planning application is expected early in 2008. Development is expected to be completed by 2011/2012.
TCA11(b) Tonbridge Station Complex	Network Rail (as landowner) Private sector development partner Housing Association(s) Highway Authority	0-5 years	Private Sector Housing Corporation LTP	Network Rail are investigating the feasibility and viability of promoting a major redevelopment of the station goods yard sites together with significant improvements to the station and transport interchange facilities. The redevelopment will include decked parking and a significant residential element with some retail development. A planning application is expected in 2008/09 with completion by 2011/2012

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA11(c) River Walk West	Private Sector Housing Association (if appropriate)	0-5 years	Private Sector Housing Corporation (if appropriate)	This office building is on the market and has been vacant for some time. Informal approaches have been made to the Council about its conversion or redevelopment for a medical centre or residential development. In principle these uses are acceptable and the Council sees no reason why its redevelopment or re-use should not take place in the short term. It is unlikely that any planning constraint will impede reuse or redevelopment of the building in view of the history of the site.
TCA11(d) 1-2 River Walk	Borough Council (as landowner) Private sector partner	5-10 years	Private Sector	The Borough Council owns this site and intends to pursue its redevelopment in the medium term.
TCA11(e) Bradford Street South	Borough Council (as landowner) Private sector development partner Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council owns this site and intends to dispose of it for development, which will include the retention of some public car parking. Community uses on the site will be relocated elsewhere in the town centre to a more suitable but equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period.
TCA11(f) River Lawn	Borough Council (as landowner) Private sector	5-10 years	Private Sector Housing Corporation	The Borough Council owns part of this site and intends to dispose of it for development which should include the retention of some public car parking.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
	development partner Housing Association			Other community uses on the site will be relocated elsewhere in the town centre to an equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period. Interest is already being shown in the redevelopment of sites on the eastern side of River Lawn for housing and the Area Action Plan provides a context for the consideration of such proposals.
TCA11(g) Avebury Avenue	Private Sector Developer	5-10 years	Private Sector	This is not in an optimum location for a car showroom. Informal enquiries about its possible redevelopment for housing have already been received. The Council is confident that this site will come forward for development for housing well within the plan period. This would be entirely consistent with the conversion of other non-residential sites in the Avebury Avenue area to residential use over the last few years.
TCA11(h) Tonbridge Library & adjacent area	County Council (as land owner) Private sector partner	5-10 years	Private Sector	The County Council owns this site and is giving consideration to its redevelopment because the existing buildings do not adequately meet the needs of a modern library facility. The County Council is in discussion with the Borough Council about the possibility of incorporating a new library within the Botany Area development. If this happens then the site will be available for redevelopment for other purposes. If not, then it seems highly probable that the library site will be redeveloped or enhanced by

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				the County Council within the plan period for a new or enhanced library and adult education centre with other enabling town centre development, including housing.
TCA11(i) Quarry Hill Road/Waterloo Road	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council has resolved to grant planning permission for 100 flats on this site, partly by conversion of existing buildings and partly new development. Interest has also recently been shown in the development of the site for a budget hotel but no firm proposals have been made. The site is suitable for a variety of town centre uses. The landowner is clearly intent on progressing some form of development and is currently seeking to address the needs of current occupiers in order to make the site available for redevelopment. The Council is confident that development of this site will take place well within the plan period if not in the short term.
TCA11(j) Sovereign House	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site has recently been acquired for a mixed-use redevelopment including a substantial residential element. A planning application is expected in late 2007 or early in 2008.
TCA11(k) Waitrose/Iceland Car Park	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Area Action Plan identifies the opportunity for residential development above the existing car park. The Council sees no reason why a development of this nature should not progress during the plan period, but in the absence of any known interest it has been programmed for the 5-10 year period. A

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				third party suggested such an approach at the time of the initial stages of LDF production.
TCA11(l) Tannery Trading Estate	Private Sector Housing Association	10-15 years	Private Sector Housing Corporation	The Area Action Plan identifies the potential suitability of this employment site for residential redevelopment. It is in a prime location for such a use. It is accepted that as an occupied site it may not come forward for development during the plan period, but with relative land values and the redevelopment of all of the sites around it for residential purposes it seems highly likely that the market will respond to the opportunity. Under the circumstances it is programmed for the post 10 year period, but it has been discounted from the overall housing yield of the town centre.
TCA11(m) Lyons Crescent	Private Sector	5-10 years	Private Sector	This is the last remaining small employment use on the riverside in Lyons Crescent which has seen progressive redevelopment for housing over the last few years. Whilst the Council is unaware of any current interest and acknowledges that the buildings are currently occupied by a small business, it sees no reason why the site should not ultimately be redeveloped for housing within the plan period. In the absence of known developer interest it has been programmed for the 5-10 year period. However, it is of note that to the west of this site at the former Hogs Head PH there is a proposal for residential development which confirms the continuing market interest in promoting the development of sites fronting onto the River Medway for housing. The

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				Working Men's Club, also in Lyons Crescent, is likewise subject to a planning application for residential development.
TCA11(n) Sovereign Way North	Borough Council (as landowner) Private sector partner Housing Association	0-10 years	Private Sector Housing Corporation	This long stay car park is in the ownership of the Borough Council, which intends to pursue its redevelopment for housing or other town centre use allied to the development of the Botany area. The timing of its release is linked to the timing of the Botany development.
TCA11(o) Munday Works West	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The redevelopment of these commercial premises for housing is supported by the landowner. Redevelopment will depend upon the relocation of existing occupiers and so it may not be immediately available. There is the possibility that it could be redeveloped jointly with the adjoining site owned by the Borough Council and this opportunity will be investigated by the Borough Council at the appropriate time.
TCA11(p) Avenue de Puy East	Borough Council (as part land owner) Private Sector	0-10 years	Private Sector	This is a mixed-use area in several ownerships (including the Borough Council's) which may not necessarily be redeveloped comprehensively, or in its entirety, during the plan period. The redevelopment of the indoor bowls centre is dependent upon the relocation of the existing facility. The Council confidently believes that all or part of this area will be developed during the plan period but because of the ownerships pattern and range of land uses on the

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				site it is likely to be phased over a longer timescale. The Borough Council will take a pro-active stance, as partial land owner, in bringing forward an appropriate development package in the medium term once the Botany area development is under way.
TCA11(q) Strawberry Vale	Private Sector Housing Association	-	Private Sector Housing Corporation	It is accepted that all of this area may not be developed for housing during the plan period, but the Area Action Plan provides a context should any development proposals come forward. It has accordingly been discounted from the housing land supply assessment.
TCA11(r) Gas Works	Private Sector Housing Association	-	Private Sector Housing Corporation	The Council has no indication from the land owner that the Gas Works will be available for development during the plan period, but there is still considerable market interest in promoting riverside residential developments. The Area Action Plan therefore provides a context for any development proposals that come forward should the site be declared surplus to requirements. It has, however, not been counted in the housing land supply assessment.
TCA11(s) Cannon Lane	Private Sector Environment Agency (as part landowner) Housing Association	0-5 years	Private Sector Housing Corporation LTP	The site has recently been acquired and positive negotiations are currently progressing over a comprehensive proposal, incorporating land owned by the Environment Agency, for a mixed-use scheme in line with the Area Action Plan. A planning application is expected early in 2008. These proposals are likely to be acceptable in principle and

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				the Council is therefore confident that development will progress on this site in the short term.
TCA11(t) Riverdale Estate	Private Sector	-	Private Sector	It is accepted that this existing employment area may not necessarily be redeveloped for offices during the plan period. If it is, then the Area Action Plan provides an appropriate context for the consideration of any development proposals.
TCA11(u) Site at junction of Vale Rise and Cannon Lane	Private Sector	0-5 years	Private Sector LTP	The site, which has been vacant for a number of years, has recently been acquired by a development company. The Council in partnership with Locate in Kent took an active part in bringing the site , previously owned by Shell UK to the market. Extensive land reclamation work has been completed. Initial approaches have been made about the development of the site as a mixed-use scheme for hotel, offices, car sales, self-storage and small industrial units. Without prejudice to the Council's consideration of these proposals, the Council is confident that some form of acceptable development will take place on this site within the short term. In will be required to contribute to the improvement of the Vale Rise junction.
TCA11(v) Priory Road/Goldsmith Road west	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	Informal approaches have already been made to the Council about the residential development of this site and representations have been made that its capacity could be as a high as 150 units. Without prejudice to the Council's position on the scale and form of

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				development on this site, it is confident that it will come forward for development in the short term.
TCA11(w) Priory Road /Goldsmith Road east	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site is on the market. Informal approaches have been made to the Council about its residential redevelopment. The Council is confident that it will come forward for development in the short term.
Environmental Improvements (Policy TCA10)				
TCA10.3(a) St Stephen's Place	Highway Authority Borough Council	10-15 years	LTP Borough Council Capital Plan/ Central Area Regeneration Fund	A longer term scheme to be brought forward by the Highway Authority in association with the improvement to the junction (Policy TCA13(b) with a financial contribution towards the environmental enhancements from the Borough Council's Capital Plan and the Central Area Regeneration Fund.
TCA10.3(b) Station Gate	Network Rail/developer of the station sites Highway Authority Borough Council	0-5 years	Direct developer funding LPT Central Area Regeneration Fund	Major scheme to be brought forward in association with the redevelopment of the station car parks and the Botany area, supported by LTP funding and the Central Area Regeneration Fund. In the meantime, the County Council is preparing an interim scheme for early implementation to improve the station forecourt and interchange facilities.
TCA10.3(c) Riverside Gardens	Borough Council Developer of site TCA11(f)	5-10 years	Direct developer funding Central Area	Enhancements to take place in association with the redevelopment of the Teen and Twenty Club and other land in this vicinity (Policy TCA11(f))

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			Regeneration Fund.	augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(d) Garden of Remembrance	Borough Council Developer of site TCA11(e)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of the Bradford Street Car Park (Policy TCA11(e) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(e) New Wharf Place	Borough Council Developer of site TCA11(d)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of 1-2 River Walk (Policy TCA11(d) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(f) The lower High Street	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	A phased programme of improvements to be undertaken by the Highway Authority over the next 10 years, augmented by direct developer contributions and contributions from the Central Area Regeneration Fund.
TCA10.3(g) The upper High Street	Borough Council	5-10 years	Borough Council Capital Plan Central Area Regeneration Fund	Only minor improvements to the existing scheme are required and these are not an immediate priority.

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TCA10.3(h) Strawberry Place	Borough Council Highway Authority Developers of sites TCA11(p) and (q)	5-10 years	Direct developer funding Central Area Regeneration Fund.	To be brought forward in association with the development of sites TCA11(p) and (q) augmented by the Central Area Regeneration Fund as necessary.
TCA10.3(i) Castle Place	Borough Council Highway Authority	0-5 years	Borough Council Capital Plan Central Area Regeneration Fund	To be brought forward by the Borough Council in association with the County Council following the completion of the Lansdowne Road Link.
TCA10.3(j) Medway Wharf Road junction	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	This is part of the phased programme of improvements to the High Street pursuant to Policies TCA10.3(f) and TCA13(a). Developer contributions have already been secured to enable traffic management measures to be brought forward in Medway Wharf Road that will enable the environmental enhancements to be implemented.
TCA10.3(k) Sovereign Way	Borough Council Developers and landowners of sites along Sovereign Way	0-15 years	Direct developer Funding Central Area Regeneration Fund	Enhancements provided directly in association with development proposals along Sovereign Way (TCA11(o), (p), (n) and (l)), augmented, as necessary, by the Central Area Regeneration Fund. General encouragement by the Borough Council for landowners to improve the appearance of the area. A long term, on-going initiative.

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TCA10.3(l) Tonbridge Waterfront	Borough Council Developers of sites fronting or overlooking the waterside	0-15 years	Direct developer Funding Central Area Regeneration Fund	Enhancement to be brought forward progressively over the plan period, primarily in association with development proposals fronting or overlooking the waterways (sites TCA11(a), (c), (d), (e), (f), (j), (k), (m), (n), (l), (r) and (s)) augmented, as necessary, by the Central Area Regeneration Fund.
TCA10.4(a) Angel Square	Developer of Botany area.	0-5 years	Developer funded	To be provided as an integral part of the Botany development (TCA11(a))
TCA10.4(b) Botany Square	Developer of Botany area.	0-5 years	Developer funded	To be provided as an integral part of the Botany development (TCA11(a))
TCA10.4(c) Medway Wharf Gate	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	Part of the phased programme of improvements to the High Street pursuant to Policies TCA10(f) and TCA13(a)
TCA10.4(d) Town Lock	Borough Council Environment Agency Developer of site TCA11(s) and sites in Medway Wharf Road	0-5 years	Direct Developer funding Other developer contributions Borough Council Capital Plan Environment Agency	Enhancement Scheme to be brought forward by the Borough Council in association with the Environment Agency. Improvements to the north of the River will be secured directly in association with the development of the site north of Town Lock (TCA11(s)). In respect of improvements south of the Lock the Council has an earmarked reserve of £100,000 in its Capital Plan for this project and in

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
			Central Area Regeneration Fund	addition in the region of at least £195,000 is likely to be secured from development contributions from developments in the vicinity of Medway Wharf Road. Further funding streams will be investigated as necessary.
Transport Proposals (Policies TCA12, 13, 14 and 16)				
TCA12.1(a) Vale Road/High Street junction (including widening of Vale Road)	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with developer contributions from the development of the Botany area (TCA11(a) and the Station Goods Yard sites (TCA11(b))
TCA12.1(b) Bordyke/High Street junction	Highway Authority	5-10 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions
TCA12.1(c) Vale Road/Vale Rise junction	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions, particularly from the site TCA11(u).
TCA12.2 Review of signing strategy	Highway Authority	0-10 years	LTP Developer contributions	A review has already been undertaken and implemented, This will be kept under review and alterations made as necessary and as development proposals come forward that require revised signing.

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TCA12.3 Lansdowne Road Link	Developer	0-5 years	Direct provision by developer	To be completed in association with the development of the site north of the Cattle Market where there is an undetermined planning application.
TCA13(a) High Street pedestrian priority measures	Highway Authority	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	A phased programme of improvements to be undertaken by the Highway Authority over the next 10 years, augmented by direct developer contributions and contributions from the Central Area Regeneration Fund.
TCA13(b) St Stephens Place junction improvement	Highway Authority	10-15 years	LTP Borough Council Capital Plan/ Central Area Regeneration Fund	A longer term scheme to be brought forward by the Highway Authority in association with environmental improvements (Policy TCA12.1(d)) with a financial contribution towards the environmental enhancements from the Borough Council's Capital Plan and the Central Area Regeneration Fund
TCA13(c) Strawberry Place	Borough Council Highway Authority Developers of sites TCA11(p) and (q)	5-10 years	Direct developer funding Central Area Regeneration Fund.	To be brought forward in association with the development of sites TCA11(p) and (q) augmented by the Central Area Regeneration Fund as necessary.
TCA13(d) Bank Street/Castle Street pedestrian priority	Borough Council Highway Authority	0-5 years	Borough Council Capital Plan Central Area Regeneration Fund	To be brought forward by the Borough Council in association with the County Council following the completion of the Lansdowne road Link.

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TCA14 Tonbridge Station transport interchange enhancement	Network Rail/developer of the station sites Highway Authority Borough Council	0-5 years	Direct developer funding LPT Central Area Regeneration Fund	To be brought forward in association with the redevelopment of the station car parks, supported by LTP funding and the Central Area Regeneration Fund
TCA16.1(a) Provision of decked parking at the Botany	Developer of the Botany site	0-5 years	Direct developer provision	To be brought forward as an integral part of the Botany development (TCA11(a)).
TCA16.1(b) Provision of decked parking at the Station	Developer of the station goods yard sites	0-5 years	Direct developer provision	To be brought forward as an integral part of the development the Station Goods Yard sites (TCA11(b))