

Preferred Options - Tonbridge Central Area Action Plan

TONBRIDGE CENTRAL AREA ACTION PLAN

REF	RESPONDENT	REPRESENTATION	RESPONSE
1. OFFICIAL CONSULTEE			
0355	Kent County Council Property Group	<p>1. Page 8 Eastbank Quarter - support the description of this area and draw attention to the High Street character on the eastern end of the quarter.</p> <p>2. Page 12 - pinpoints the issue of traffic and the poor entrance to the High Street this creates at its southern end.</p> <p>3. Page 17 - support objective 1.</p> <p>4. Page 18 - objective 2 option A could actively involve Kent County Council as they own part of the land, option B could discuss details, option C would not address the gateway and High Street issue and should include this in addition to other improvements.</p> <p>5. Town Profile objective 2 - support increase in town centre residential population and could suggest a site for this.</p> <p>6. Town Profile objective 4 option A support, option B - library is on a tight site which would be difficult to redevelop unless the college moved so a comprehensive approach would be preferable.</p>	<p>1. General comments and support noted. The Council will continue to actively involve KCC in all areas that affect their land.</p> <p>2. The Master Plan and TCAAP seek to maintain vehicular access for servicing and public transport whilst creating a more pedestrian friendly environment and encouraging through traffic to take the alternative routes outside of the peak periods.</p> <p>3. Noted.</p> <p>4. Noted. The Council will continue to actively involve KCC in all areas that affect their land.</p> <p>5. Noted. The Council will continue to actively involve KCC in all areas that affect their land.</p> <p>6. Comprehensive approach to the redevelopment and development of any education/library facility is the Council's objective.</p>
0363	Sport England South East Region	<p>1. Welcomes the brief and notes those areas which seek to promote more access to recreation. It covers the main issues that are of interest to Sport England.</p> <p>2. Page 29 option B - supports development of new community facilities on separate sites, centrally located within the town centre.</p>	<p>1. Support noted.</p> <p>2. Support noted.</p> <p>3. Support noted.</p> <p>4. Support for Option A noted but the Council's Preferred Option is to</p>

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		<p>3. Page 31 - supports the Role of Water options which seek to open up access to waterside areas. This will create opportunities for increasing recreational activity associated with water and alongside it.</p> <p>4. Page 32 - supports option A which refers to seeking developer contributions towards enhancing the public realm.</p> <p>5. Little reference to show how access to the countryside could be improved.</p> <p>6. An open space / countryside zone is identified but the plan does not indicate any options for the use of this space or whether there are opportunities for providing formal sports and recreation facilities close to housing and business areas.</p> <p>7. Masterplanning has the potential to create environments that maximise the opportunities for participation and physical activity and there are three active design objectives: Increasing Accessibility; Enhancing Amenity; Increasing Awareness.</p>	<p>create new ones. That does not mean that existing open spaces will not also be enhanced.</p> <p>5. Access to the Countryside is beyond the remit of this town centre document. However, the Master Plan and TCAAP seek to improve access to the countryside by opening up the riverside and creating a continuous link along side the River Medway in particular, through the countryside to other areas.</p> <p>6. The open space/countryside zone leads right into the Town Centre and there are no plans to alter this important recreation space which provides the facilities for both formal and informal recreation. Any specific proposals for this area will be brought forward in the Open Space DPD in the second tranche of the LDF.</p> <p>7. Noted.</p>
0371	West Kent College	Consider relocating West Kent College to a more central location (i.e. east of Sainsbury's by the railway line and current car park) and link it to other education sectors as well as to train and bus services. This could encourage other support services too, e.g. clinics, surgeries, to create a strong central and accessible focus.	Relocation of West Kent College to this area would be in line with TCAAP policy TCA11(p). However, actual relocation would depend upon the business plans of the College.
0373	Environment Agency	<p>1. Flood risk is one of the most important constraints in Tonbridge town centre.</p> <p>2. Botany quarter is probably at greater risk than the other quarters though presents opportunities to improve flood management and improve access to watercourses.</p>	<p>1. Agree that flood risk is one of the most important constraints in Tonbridge town centre and the issue of flooding has been addressed in the TCAAP and Master Plan through design principles and policies that seek to mitigate flood risk through the design and orientation of buildings and the uses at ground floor level within those buildings. Policy CP11 of the Core Strategy reflects PPS25 by setting out that a</p>

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		<p>3. All new development in the high risk flood zone should comply with PPG25. This may include encouraging more low risk development such as car parking within areas known to be at greatest flood risk.</p> <p>4. Reopening culverted watercourses and creating additional watercourses is acceptable subject to the design reducing flood risk and improving public access.</p> <p>5. Should be a reference to protecting existing and creating new wildlife habitats which should link together along the riverside.</p> <p>6. Need 8m buffer strips along the main river watercourses and ecological surveys to be undertaken for biodiversity reasons.</p>	<p>sequential approach should be applied to development in the floodplain and that measures should be incorporated into schemes to mitigate the effects of flooding on the site and include appropriate means of escape above flood levels anticipated during the lifetime of the development. In addition to this, the Council has, in partnership with the Environment Agency, carried out a Strategic Flood Risk Assessment and proposals for development within the floodplain will be required to provide a Flood Risk Assessment as part of their planning application.</p> <p>2. The opportunity redevelopment of the Botany Quarter to improve flood management and improve access to watercourses is noted.</p> <p>3. In accordance with PPS25 development in the town centre will be informed by the Strategic Flood Risk Assessment which will identify areas at greatest risk to flooding.</p> <p>4. Support for reopening culverted watercourses noted.</p> <p>5. Core Policy CP25.5 indicates that the water environment and wildlife habitats within river corridors will be conserved and enhanced. However, it must be recognised that this is an urban environment. The TCAAP requires development along the riverside to have regard to biodiversity.</p> <p>6. The need for an 8 Metre buffer strip for maintenance is acknowledged. Ecological surveys will be required as part of the development control process.</p>
0375	English Nature Kent Team	<p>Disappointed with lack of consideration given to biodiversity issues despite opportunities for enhancing areas such as the riverside environment for both wildlife and people. For example:</p> <p>* Townscape and Role of Water Objective 1 - supports aim of retaining and enhancing public access to water but concerned that it does not</p>	<p>One of the key urban design principles relates to improving and increasing public access along the waterfront and creating attractive open spaces. This will create a natural environment with the potential to attract biodiversity and wildlife. This is an integral part of the redevelopment proposals for the town centre but it must be remembered this is an urban area. Core Policy CP1 indicates that in</p>

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		<p>refer to biodiversity value or enhancements. Increased recreational pressure may detrimentally affect wildlife.</p> <p>* Townscape and Role of Water Objective 2 - supports aim to create new public spaces but concerned that there is no reference to natural greenspace or enhancing public areas for the benefit of people and wildlife.</p> <p>* Town Centre size and Extent of Activity Objective 3 - supports the aim to maintain some tranquil waterside areas and identify key locations for waterside activity. However, biodiversity needs to be a key consideration.</p> <p>* Design and Development Objective 1 - need to consider biodiversity value of the river and surrounding habitats.</p> <p>* Design and Development Objective 2 - need to consider biodiversity value of the river and surrounding habitats.</p>	<p>considering development proposals the quality of the natural environment will be preserved and wherever possible enhanced.</p>
0376	Highways Agency	<ol style="list-style-type: none"> 1. Page 18 Objective 2 Improve Southern Gateway to High Street and Tonbridge Station - supports all the major change options as they include bus and cycle priority and a bus interchange. 2. Page 20 - Objective 3 Accommodate Town Centre Car Parking in the most efficient manner - no support for increasing the number of parking spaces in the town. 3. A park and ride site must be planned to ensure it does not negatively affect the trunk road network or generate additional trips. A transport assessment and reduction in town centre car parking would be required. 4. A parking strategy needs to be developed. 5. Page 21 Objective 4 Improve travel options in order to reduce town 	<ol style="list-style-type: none"> 1. Support noted. 2. There are no plans to increase the net number of car parking spaces in the town centre other than where new development justifies this. The strategy is to make the parking more efficient in that the number of long and short stay spaces is managed to ensure the needs of the town are met without taking up so much land. 3. Park and Ride for Tonbridge alone would be unlikely to be viable and therefore no proposals for park and ride have been made. It is possible that a site at Mabledon might be promoted by Tunbridge Wells Borough Council which could allow for services also to run into Tonbridge. 4. A parking strategy has been developed and will be kept under review.

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		centre traffic - supports the major change options and their implementation.	
6.		Page 22 Objective 5 Make the best use of alternative transport provision - supports all the options as they would minimise the impact on trunk roads.	5. Support for measures to reduce town centre traffic noted, but the Preferred Option is a mixture of the major change and moderate change options.
7.		Pages 26 and 27 Objectives 1 and 2 Expand town centre profile through diversity of uses and increase town centre residential population within the parameters established by PPG25 - need a balanced strategy for sustainable mixed uses in accordance with PPG13. Would be concerned about developments which become predominantly car based and generate additional long-distance commuting trips.	6. Support for transport provision as an alternative to the private motor car noted.
8.		Page 28 Objective 3 - ensure diversity in employment opportunities in perpetuity to enhance town centre mix - Need a balanced provision of homes and employment through co-location or mixed use development. Concerned about the traffic impacts of intensifying the use of the industrial estate.	7. Support for mixed use development noted. Measures to mitigate traffic impacts include travel plans and other measures as set out in the transport strategy of the Master Plan and the TCAAP including a Bus Quality Partnership and highways measures to improve the flow of traffic and encourage alternatives to the car, e.g. improved bus/rail interchange at the station; improving the cycle network etc. It is not the Council's intention to encourage long distance commuting other than by train.
9.		Page 29 Objective 4 - ensure community based activities and services are accommodated in buildings suited to their current and future needs - supports option B as it would minimise impacts on trunk roads.	8. Support noted. The Industrial Estate is relatively centrally located which means it has the best prospect of being served by public transport.
10.		Page 34 Objective 1 - ensure the growth of the town centre retail protects the existing High Street - supports focussing retail development in the town centre but need more details of scale / type of development. If is extended, public transport links will be important.	9. Support noted, but the Council's Preferred Option is to concentrate such activities (Option A) which it believes will lead to less need to travel.
11.		Page 35 Objective 3 Define the character of routes - support.	10. Support noted. Agree that improvements to public transport will be important.
12.		Page 41 Objective 4 Accommodate cars and bicycles - would not support an increase in the number of parking spaces in the town.	11. Support noted.
13.		Page 42 Objective 6 Encourage mixed use - need a balanced	12. The number of parking spaces will need to be sufficient to support the level of development proposed in the centre having regard to the level of public transport provision.
			13. The aim is to promote mix-use development, including town centre housing.

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		provision of homes and employment through co-location or mixed use development.	
0380	Tonbridge School	Need to make the town centre increasingly less friendly to those who wish to access it by car as there will have to be an end to mass motoring in the next decade.	The transport strategy contains a number of measures to improve alternatives to the private motor car such as improved pedestrian and cycle routes and a Quality Bus Partnership, but there is no intention to make the centre less friendly to those who wish to access the centre by car.
0390	South East England Regional Assembly	Not able to comment in detail.	Noted.
0392	Kent County Council Strategy Division	<p>1. Needs to consider the historic environment including consideration of the Historic Towns Survey and the role the historic environment can play in regeneration.</p> <p>2. No analysis of how the form and character of the town have been influenced by the historic street and land use pattern.</p>	<p>1. The historic environment of the town has been considered, but the main areas of opportunity, where the general environment is of poor design quality, are outside the historic core Any detailed proposals will need to show good design principles have been adhered to and that developers and architects have taken into consideration the unique historic setting and character of Tonbridge.</p> <p>2. Initial work on this project included analysis of the historic street and land use pattern in the town and how this has influenced the more modern areas and how this should influence the areas with development potential.</p>
0396	Thames Water	The document sets out general issues for development and redevelopment as opposed to specific development proposals.	Thames Water will be contacted as part of the development control process as detailed schemes come forward. The Area Action Plan

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		Therefore it is not possible for them to establish the potential impact any redevelopment will have on their wastewater infrastructure. They encourage early contact to ensure that wastewater needs can be accommodated without resulting in a reduction in the level of service offered to existing customers.	provides more detail on potential development quantities.
0400	Kent Downs AONB Unit	There is a need to improve the accessibility and connectivity between Tonbridge Town Centre and the surrounding countryside including the Kent Downs AONB. This would complement the proposals to improve access on foot and cycling.	The Council will continue to seek to improve access between the town centre and the surrounding countryside wherever this is possible, particularly for cyclist and pedestrians. The Master Plan and the TCAAP contain policies and proposals to secure continuous, public riverside access so that this can be achieved.
3. INTEREST GROUP			
0357	The Theatres Trust	Page 26 - support the principle that the town centre profile should be expanded through a diversity of uses. Improvements to cultural facilities including theatre would help to achieve this. Policies to promote and protect theatre uses could contribute to the character of the town and enhance its attraction to tourists.	Support noted. The Council will continue to promote community and leisure uses in the town. Consideration will be given to the inclusion of a multi-use community facility within the town centre redevelopment that could accommodate theatre facilities.
0358	United Reformed Christ Church	<p>1. Supports having an overall vision rather than a piecemeal approach but questions what money will be available to achieve it.</p> <p>2. Christ Church and its centre have plans for greater community use and therefore consider that there is a prime need for adequate parking - not a multi storey on the other side of Sainsbury's but one with easy access to the church from Angel Lane. Therefore concerned about proposals to develop the parking area in front of Sainsbury's as this could curtail public access to their facilities at a time when they want to open them up to the community.</p>	<p>1. Support noted. The culmination of the individual developments will provide the investment needed to bring forward the range of improvements that are proposed, matched with public funding and grants where available.</p> <p>2. The TCAAP identifies sites for decked car parking along Vale Road which is quite close to Christ Church.</p> <p>3. A third crossing of the river would be prohibitively expensive. The aim is to improve public transport. Subsidy of school children is a</p>

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		<p>3. Need another Medway crossing to solve the transport problems but as this unlikely then there is a need to improve public transport, including free transport for school children.</p> <p>4. Possibility of a park and ride scheme at the Hildenborough end or further along Shipbourne Road.</p> <p>5. Dividing the town into quarters only helps if the traffic plans are dealt with as a whole.</p> <p>6. Try to attract shops that cannot be catered for by the out of town stores.</p> <p>7. Improve the approach from the south and need to move the station where it used to be with access from Priory Road to help overcome congestion problems.</p>	<p>matter for the County Council.</p> <p>4. Park & Ride schemes specifically for Tonbridge are not likely to be viable, but joint use of a site at Mabledon together with Tunbridge Wells may offer a realistic opportunity.</p> <p>5. The transport strategy is an integrated approach, looking at the town and the town centre as a whole.</p> <p>6. The aim is to create an environment that will be attractive to a wide range of retailers.</p> <p>7. The TCAAP sets out policies to facilitate improvements to this important gateway and to the station area, including an improved station and rail/bus interchange.</p>
0364	Slade Area Residents Association	<p>1. Agree that the Castle and Old Town Quarters function well with no major opportunity for intervention. However, in making future planning decisions, consideration should be given to views to and from the castle, ensuring buildings are in keeping with the neighbourhood, evaluating the existing buildings in the conservation area to assess whether good quality modern buildings might be more appropriate.</p> <p>2. General comments suggesting Best Practice for all planning submissions within conservation areas and the town centre</p>	<p>1. Support for the identification of the Old Town and Castle Quarters and the Council's Preferred Approach noted. Views to and from the Castle will be an important consideration.</p> <p>2. The Council intends to review and update the Conservation Area Appraisal for Tonbridge which will have regard to best practice in design and conservation. Kent Design also provides such advice.</p>
0366	Tonbridge Parish Church	<p>1. Support the concept of quarters.</p> <p>2. Need for better signposting for the Parish Church.</p>	<p>1. Support noted.</p> <p>2. Generally, signage in the town centre will be addressed through town centre management to improve information for visitors and to</p>

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		3. The Parish Church should be better promoted as a tourist attraction.	<p>highlight the attractions of the town centre.</p> <p>3. This issue will be addressed in due course through town centre management.</p>
0379	Hadlow Road Neighbourhood Group	<p>1. Agree that a substantial proportion of the daily traffic flow should be diverted away from the High Street.</p> <p>2. Displaced traffic will end up on Cannon Lane but the junction with Hadlow Road is badly overloaded.</p> <p>3. Neither of the two options put forward for the Cannon Lane/Hadlow Road junction (i.e. turn left and proceed via Hadlow Road and Bordyke or use a newly constructed Hadlow Road / London Road link) is practicable.</p> <p>4. The Vale Road / Cannon Lane / Bordyke route is not free flowing at peak times and diverting extra vehicles onto Bordyke is not a practicable option given that it is a narrow mediaeval thoroughfare in a conservation area. In practice, car drivers would use Yardley Park Road / Dry Hill Park Road or The Ridgeway to access Hildenborough or north Tonbridge.</p> <p>5. The Hadlow Road / London Road link - this has featured on plans for Tonbridge for many years and has still not been built. A fourth arm at the Hadlow Road junction is not practical given the existing overloading of that junction.</p> <p>6. The London Road link can only be built in conjunction with a Hadlow Road bypass. This would take away much of the traffic coming up Cannon Lane before reaching the junction and take it along the edge of the Medway flood plain in a north easterly direction. It is the only way of creating the spare capacity at the Cannon Lane / Hadlow Road junction which would be needed to handle traffic diverted away from the High Street. There is a need for an independent traffic modelling study</p>	<p>1. Support noted. This is the Council's primary objective but only during off-peak periods.</p> <p>2. The transport strategy set out in the Master Plan and the TCAAP seeks to discourage traffic from using the High Street through the introduction of highways improvements across the town. These improvements seek to improve the flow of traffic and ensure that the town centre is accessible for all by a variety of transport modes. Measures include junction improvements, improvements to the station and the bus/rail interchange; improved pedestrian and cycle network and a Quality Bus Partnership. During peak periods the network will work as it does now at capacity. Traffic displaced from the High Street during off-peak periods will not overload the Cannon Lane/ Hadlow Road junction. It will still have the choice of going down the High Street but will suffer greater delays than at present.</p> <p>3. This assertion is not accepted. The Borough Council maintains its support for the London Road/Hadlow Road link road. In the meantime, the measures that are proposed seek to reduce traffic in the High Street during off-peak periods and create a more pedestrian friendly environment.</p> <p>4. There is no intention of diverting additional traffic onto Bordyke during peak periods.</p> <p>5. A fourth arm to the Cannon Lane/ Hadlow Road junction is practicable. It is not suggested that it will cure peak hour congestion. It is a means of increasing the general capacity of the network and optimising its use during peak periods. Off-peak it will provide the opportunity to divert traffic away from the High Street without having</p>

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		to assess the effects of diverting traffic from the High Street both with and without the London Road link.	to use The Borden.
		<p>7. The Hadlow Road diversion is the key to the future development of Tonbridge and the alternatives are:-</p> <ul style="list-style-type: none"> -a short route running from Swanmead to Tanyard Farm on Hadlow Road -a medium route running from Swanmead to the planned roundabout at the south end of Higham Lane -a long route running from Three Elm Lane, crossing the river and railway and rejoining the A26 near Somerhill. 	<p>6. This option has been considered by the County Council on a number of occasions and is not considered necessary. In any case its questionable benefits would be outweighed by its impact on the Green Belt and on the floodplain.</p> <p>7. None of these options is necessary and there would be no funding for such a scheme.</p>
		8. A second best option is to abandon the London Road/Hadlow Road link, sell the land and use the proceeds to fund a Hadlow Road bypass. The non implementation of the Hadlow Road/London Road link has resulted in planning blight and derelict land.	8. The London Road/ Hadlow Road Link continues to be strongly supported by the Borough Council and is the key to relieving the High Street of traffic during off-peak periods without diverting traffic along The Borden.
		9. Traffic causes air pollution in lower High Street and at the Cannon Lane / Hadlow Road junction.	9. This is true. However, the aim is to improve conditions in the High Street for pedestrians and for those who live there as part of a comprehensive regeneration package.
		10. There is no justification for inaction on the grounds that the upgrading of the A228 will solve the town's problems (which it will not).	10. There is no suggestion that the A228 Strategy will solve the town's problems because the vast majority of traffic in Tonbridge is generated by Tonbridge. However, it will provide an opportunity to divert longer distance traffic bound for Tunbridge Wells around the town.
		11. Additionally, people are not likely to leave their cars at home and use alternative modes of transport given that: bus services are unreliable and expensive; cycling is too dangerous; and walking is unpleasant due to traffic and pollution.	11. The transport strategy in the Master Plan and Area Action Plan is aimed at improving conditions for public transport, cycling and walking.
		<p>12. In summary, there are 4 options:-</p> <ol style="list-style-type: none"> 1. Build both the London Road Link and the Hadlow Road Bypass - best but most expensive option 2. Not build the link or the bypass - High Street would be congested and polluted 3. Build the London Road/Hadlow Road Link on its own - would not work 4. Build the bypass on its own - second best option but the only option capable of allowing the High Street problem to be tackled in the 	12. The Council's preferred option is Option (3) - build the London Road/ Hadlow Road Link, but the regeneration of the town centre cannot be held up waiting for the implementation of this scheme. Hence the transport strategy proposes a number of improvements aimed at making the most of the existing network.

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		short or medium term.	
0387	Network Rail	<p>1. Page 18 Objective 2 - Should refer to land adjacent to the station currently used for station parking and needs to consider the range of development options available for the redevelopment of the station car park. Masterplan options for comprehensive redevelopment should refer to land south of Vale Road and land north of Priory Road, and the potential for retail, residential and multi storey car parking. This should be phased and in accordance with a planning brief for station improvements.</p> <p>2. Page 20 Objective 3 - support Option A but reference needs to be made to rail related car parking and the opportunity for redevelopment of the site to reflect reference to inefficient use of space.</p>	<p>1. TCAAP Policy TCA11(b) addresses this site specifically. It identifies it for being suitable for a mixed use scheme include housing, retail use and public car parking.</p> <p>2. Support noted - Policy TCA11 reflects this.</p>
0391	Tonbridge Art Group	Need for a centrally located art centre and museum which would benefit all.	This could be provided as part of a mixed use development and the support for this type of facility is reflected in the Master Plan and Area Action Plan.
0393	Tonbridge Civic Society	<p>The River Medway is the town's greatest natural asset.</p> <p>Defining the existing town centre into character areas is a helpful piece of scene-setting before bringing in the idea of quarters whose character and activities need to be carefully defined and worked together to produce a better place in which to live, work and take leisure.</p> <p>The worst entry point into the town is the train station area together with the tax office above Lidl's. Considers that the commuter car parks should be rebuilt in a multi storey form with wrap around apartments and shops and that such a scheme would fund a new user-friendly</p>	All comments noted - the proposals set out in the Master Plan and TCAAP seek to deliver these concepts, aspirations and ideas.

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		<p>transport interchange to replace the existing station.</p> <p>Sainsbury's petrol filling station needs a better location and design so that Angel Square could be a mix of living, retail and civic functions with a pedestrian space (with parking underneath) in the centre suitable for a market and other outdoor events.</p> <p>The whole area between the Town Lock, Botany, Angel Square, River Lawn and River Walk is a missed opportunity and the Report includes a number of ways to better integrate design and activity in this zone to realise its potential. A landscaped High Street - one way between Avebury Avenue and Medway Wharf Road - with footpaths double the current width would help. The small squares at intervals with vistas linking the river to the new Angel Square and featured Botany Stream would be even better.</p> <p>The Job Centre and vacant Riverside House should be razed and replaced with a sensitively designed hotel or public hall on River Walk to integrate with, or replace, Wetherspoons and Somerfield against the backdrop of the Castle.</p> <p>Tonbridge has the potential for a lively day and evening economy and to be a centre for performing arts. A complement to The River Centre would be a well designed hotel across the lock from the Centre and with access via B&Q to Cannon Lane plus a pedestrian river bridge.</p> <p>A new landscaped river bank access opposite the gas holders will be an additional amenity.</p> <p>Need to give close heed to all aspects of access and circulation. The London Road - Hadlow Road link must be built as a priority to ease traffic flows in residential areas north of the town. The apartments scheme on Old Cannon Wharf offers scope to link Medway Wharf Road to Cannon Lane which would enable a new figure of eight route bus service to run through the re-vamped town centre.</p>	

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0399	CPRE Kent	<p>1. CPRE compliment the document which they consider will stimulate public interest.</p> <p>2. Lack of adequate planned car parking available for short-term and business use, especially for country people, in the north end of the town.</p> <p>3. Pedestrianisation would result in the need for a new road system around the town. There is poor air quality in parts of the town. Therefore, all policies which have an impact on traffic flows should only be permitted when they have a beneficial, not neutral, effect on the pollution levels.</p>	<p>1. General support noted.</p> <p>2. The Council seeks to secure an appropriate level of short term and long term parking. In some cases, this may include the redevelopment of surface car parks to decked car parking, particularly as part of a wider redevelopment. There are no environmentally acceptable locations for additional parking in the northern part of the town which is a Conservation Area.</p> <p>3. There are no plans to fully pedestrianise the town centre. The aim is to create a more pedestrian friendly environment and improve the flow of traffic around the town centre without recourse to major road building.</p>
5. LAND OWNER/DEVELOPER			
0356	Eastern Square Property Group	Propose rezoning of junction of Avenue le Puy and Sovereign Way from employment to retail use. A food retailer is interested in this site.	This site is suitable for mixed use development but the aim is to concentrate retail uses to the west of Avenue le Puy.
0361	Lidl UK	<p>1. Supports the conclusion that the Botany Quarter is the most appropriate location for accommodating modern retailing and leisure premises and the option of extending the centre in this area, reducing the impact of cars and encouraging pedestrian movement through greater connectivity to enhance retail activity.</p> <p>2. Support the routes shown in the Botany Quarter in the Emerging Structure Diagram.</p> <p>3. Agree that the character and design treatment of Avenue le Puy need review and that there is scope for significant change there which would improve this poor approach into the town centre.</p>	<p>1. Support noted.</p> <p>2. Support noted.</p> <p>3. Support noted.</p> <p>4. Support noted.</p> <p>5. Support noted.</p> <p>6. Support for some larger grain development in the Avenue le Puy area noted, but the main focus for retail development will be to the</p>

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		<p>4. Supports improvement to the pedestrian environment by a rationalisation of surface parking and creation of pedestrian street frontages along Avenue le Puy.</p> <p>5. Supports a greater diversity of uses including an evening economy which would be enhanced by extended retail opening hours.</p> <p>6. It would be appropriate that some coarser grain development necessary to accommodate larger retail and commercial leisure developments should be provided in appropriate locations and Avenue le Puy is suitable for this.</p> <p>7. Keen to support and enhance Tonbridge town centre. However they are concerned that the identified needs of retail customers for continued accessibility to and a wide range of convenience stores are not prejudiced through insufficient or lack of suitable and available retail sites.</p> <p>8. The company needs to relocate from its existing inadequate location to enable implementation of a primarily residential development on the site.</p> <p>9. Opportunities for necessary additional retail space should be provided on either side of Avenue le Puy.</p>	<p>west of the road.</p> <p>7. NLP retail study (November 2004) identified a limited capacity for food retailing in the town centre and as a result of this, there is no need for the Council to specifically identify any sites for convenience retail floorspace. This identified floorspace need can be met through small scale schemes as part of mixed use development or as extensions to or relocation of existing facilities. The level of floorspace which is capable of being supported is around 415 sq. m. net in 2006; 857 sq m net in 2011 and 1,344 sq . m net in 2016.</p> <p>8. Relocation of the existing store could be met in the Botany Quarter as this area has the most potential for redevelopment. Retail development is to be concentrated to the west of Avenue le Puy.</p> <p>9. Comments noted, but it will be for the applicants of any planning proposals to demonstrate that there are no sequentially preferable sites. The Council's aim is to concentrate retail development to the west of Avenue le Puy.</p>
0368	London & Henley Property Holdings Ltd	<p>1. The report provides a thorough and convincing appraisal of the weakness of the existing centre and the key opportunities.</p> <p>2. Support the view that the Botany Quarter represents the greatest opportunity to strengthen the town centre.</p> <p>3. Agree that the linkage provided by Angel Walk shopping centre is not as strong as it could be and this provides a good opportunity between the major development opportunity east of High Street and the</p>	Support noted.

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		High Street itself.	
		4. Supports the need for comprehensive development within Botany Quarter and the need to integrate it with the High Street.	
0372	Strategic Partners UK Fund 1	Clients have an ownership interest in 2-8 Morley Road, Tonbridge. The extent of the quarters needs to be accurately defined since it is unclear whether their site lies within the Botany Quarter. Page 28 options A and B suggest an alternative approach to employment land within Tonbridge Town Centre to reflect identified, current need but these are contradicted by Policy CP23 (2) of the Core Strategy. There is no market for their client's site in its current format and it is unsuitable for subdivision. Therefore, to secure its future use, it would need to be redeveloped and flexibility is needed to enable a mixed use scheme to come forward. A more flexible approach to employment land supply is in accordance with the objectives of the masterplan.	The Master Plan and TCAAP now clearly set of the parcels of land for development, building on the ideas and concepts of the earlier consultations. The site of 2-8 Morley Road falls within Tonbridge Industrial Estate and is covered by Policy TCA9 of the Central Area Action Plan which seeks to safeguard the land for B1, B2 and B8 uses only. This is in order to ensure there is enough land to meet the future employment needs of the Borough, in line with the recommendations of the Employment Land Review (July 2005). A more flexible approach has been adopted with regard to sites closer in the Industrial Estate to the town centre and alongside the River Medway.
0378	Lacuna Developments	<p>1. Page 17 Objective 1 Option A (ii) moderate change - support improvement of the pedestrian environment through a comprehensive improvement scheme which allows traffic to continue to use the High Street.</p> <p>2. Page 20 Objective 3 Option A (iii) major change - support comprehensive solution with multi storey parking in mixed use town centre development. The case for park and ride is not clear and needs review.</p> <p>3. Page 24 - support the retail potential of providing up to 2,600 sq m of convenience and 24,000 sq m of comparison retail floorspace which accords with PPS6.</p> <p>4. Page 26 Objective 1 Option A (iii) major change - support for the</p>	<p>1. Support noted.</p> <p>2. Support noted.</p> <p>3. Support noted.</p> <p>4. Support noted, but the Council's preference is for a more selective approach, but it is agreed that this must be market led.</p> <p>5. Support noted, but draft PPS3 makes it clear that the mix of housing is a material consideration that should not be entirely market led.</p> <p>6. The redevelopment of the Botany Quarter will result in a continuum of retail activity which is a feature of the development proposals set</p>

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		<p>complete redevelopment of land to the east of High Street, which should be market led and incorporate a range of uses.</p> <p>5. Page 27 Objective 2 Option B (ii) moderate change - support for the identification of appropriate housing sites, densities and form, which should be market led on mix.</p> <p>6. Page 33 - object to the suggestion that the positive benefits of Sainsbury's will be realised as a result of physical proximity. It is considered that the benefits will be realised through a continuum of retail activity and this should feature in development proposals for the town centre.</p>	<p>out in the Master Plan and TCAAP. Sainsburys store will form part of that continuum.</p>
0388	The Beaucette Property Portfolio Ltd	<p>1. Page 4 para 1 - object to the use of the master planning approach for addressing how increases in retail and other floorspace can be accommodated in the town. It is too skewed towards the design framework rather than identifying requirements. The approach needs to be more in accordance with PPS6 and PPS12.</p> <p>2. Page 4 para 2 - object as the retail study identifies substantial retail needs which are not influential in this document. Shopping performance needs to be taken into account in the analysis and design concepts.</p> <p>3. Page 4 para 3 - object as the Sustainability Assessment is not available and this is important to the evidence base for making choices.</p> <p>4. Page 5 para 1 and 2 - object as the assessment should start with an understanding of the role and function of the centre in accordance with PPS6, e.g. "sea of cars" may function well and meet consumer requirements.</p> <p>5. Page 6 para 2 - object as Sainsbury's / Angel Centre needs to be recognised as a defining feature of the town centre and of fundamental importance.</p>	<p>1. The Preferred Options Report for the TCAAP set out the options for the town centre and sought consensus on the ideas and concepts that were proposed and how they could be worked up in more detail to form the policies and proposals in the submission version of the TCAAP. The Master Plan informs the TCAAP, and the design framework is an integral part of the TCAAP as it helps to identify sites where the identified need for retail, housing and leisure development can be accommodated. This approach is in line with PPS12 and other planning policy guidance from central government.</p> <p>2. The whole basis of the master planning exercise was the identification by Consultants Nathaniel Litchfield and Partners of significant potential for further retail development in the town. The council commissioned David Lock and Partners to advise on how best that potential could be realised for the benefit of the town.</p> <p>3. Scott Wilson's Sustainability Appraisal was published at the same time as the Preferred Options Reports.</p> <p>4. The Council has a clear understanding of the role and function of the town centre and believes that it has unrealised potential. A "sea of cars" is not appropriate in the town because it is not efficient use of</p>

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		6. Page 7 - object as a conclusion could be that expansion is only practicable in a south westerly direction, i.e. incorporating part of industrial estate on Sovereign Way.	land, and by redeveloping this facility and providing decked car parking instead, the town's true potential can be realised.
		7. Page 8 - object as the overall role and function of the town centre should have been understood before the quarters were defined. Agree that the Botany Quarter provides the greatest opportunity to strengthen the town centre. Should recognise that Sainsbury's is fundamental to the functioning of the town centre.	5. Whilst Sainsbury's is clearly very important to the town and the Council wishes to secure their future presence, the location of the existing store is a constraint on realising the full potential of the town centre.
		8. Page 9 - object as Sainsbury's entrance is an important convergence point in the town.	6. Page 7 does not seek to identify the direction for expansion. It is about defining boundaries.
		9. Page 10 - object as the identification of opportunities for meeting retail needs should also consider land assembly and land use constraints / supply. Considering these wider factors would support the redevelopment of an area of Tonbridge Industrial Estate along Sovereign Way.	7. Research has been carried out by the Council's consultants to identify capacity for retail and leisure use in the town centre. This has been backed by the work of the Master Planning team surveyors who have investigated market interest in investing in Tonbridge. All of this work was done in parallel with the urban design analysis.
		10. Page 11 - object as the analysis should explain the importance of Sainsbury's to attracting higher proportions of shoppers into the centre.	8. Whilst Sainsbury's entrance is clearly a destination it cannot really be defined as a node.
		11. Page 12 - object as the physical structure of the town dominates the analysis.	9. The Council's Estate's advisors have considered matters such as land ownership and assembly in advising the Council on the most appropriate development strategy to pursue.
		12. Page 14 - object as the issues and options should include the theme of "deliverability" which relates to the availability of relatively unconstrained land.	10. Whilst Sainsbury's is clearly important to the town it is not the only attractor of activity. The Station is probably equally important in terms of movement.
		13. Page 17 - support option A as being more realistic and deliverable.	11. This is the purpose of the analysis in terms of informing a future structure for the town.
		14. Page 19 - comprehensive redevelopment options must be identified.	12. Market interest combined with the work that has been carried out on development tariffs builds confidence that the policies and proposals are deliverable.
		15. Page 20 - object as park and ride would not be viable for Tonbridge. Support low level decking for car parking in some areas.	13. Support for Option A noted. This is the Council's preferred Option.

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		Prefer option A.	
16.		Page 22 - object as it is not a large enough town to have different accessibility levels. All parts of the town centre are within reasonable walking distance of the main transport nodes.	14. Support for the comprehensive redevelopment option at the station is noted. This is the Council's preferred option.
17.		Page 23 - object as such an approach may constrain the delivery of new development.	15. Park and ride is not proposed as it is not considered to be viable.
18.		Page 24 - object as it does not make it clear that there is a need for additional comparison goods floorspace. Tonbridge is not a secondary retail location. In the South East Plan it is shown jointly with Tunbridge Wells as a Primary Regional Centre.	16. Higher density development around transport nodes, such as the station, is considered to be appropriate.
19.		Page 24 and 25 - object to the suggestion that Sainsbury's being detached from the High Street may have a limiting effect on trade. Question whether there is a need for a sizeable hotel facility, a cinema or a bowling alley. There is a surplus of land for B2 / B8 uses and no fresh land is needed so any displaced businesses can be relocated within vacant buildings and land. Delete statement requiring proposals to relocate employment buildings on Tonbridge Industrial Estate to be accompanied by alternative employment site allocations.	17. The reasons for basing the structure around existing streets is explained in the Preferred Options Report. This does not preclude the creation of new streets and is not considered to unduly constrain the deliverability of new development.
20.		Page 26 - object as the options depend on the market delivering. Concerned about the option to redevelop the High Street units as this may not be viable.	18. It is accepted that there is an identified need for additional comparison retail floorspace and TCAAP is predicated on this basis. Whilst it is correct that Tonbridge is classified jointly with Tunbridge Wells as a Primary Regional Centre it is a fact that it is not in the highest order of the shopping centre hierarchy.
21.		Page 28 - object as Option A should explain the area to be lost and Option B is only appropriate in terms of releasing adequate land on the industrial estate. Small scale office development is only appropriate in the core of the town centre.	19. There is market interest in hotel and cinema facilities. Sainsbury's does not relate well to the town centre being divorced from the High Street by parking. The Employment Land Study prepared by Consultants Drivers Jonas recommends that land at Tonbridge Industrial Estate should be safeguarded from alternative uses. Therefore any land that is to lost to other town centre uses needs to be compensated by employment development with a higher employment density.
22.		Page 30 - agree that the current land use pattern in the western part of the industrial estate constrains the opportunity for access to watercourses. Object that a comprehensive master planning approach is not necessary to address the Environment Agency's concerns for flood alleviation measures.	20. The aim is to retain the High Street as the main focus for retail use complemented by new development to the east. Appropriate redevelopment of retail units on the High Street would be encouraged.
			21. The Council, through its policies and proposals, needs to maintain balance between land uses and safeguard land for future employment needs too.
			22. The best way of addressing the Environment Agency's concerns

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23.		Page 31 - object as the options need to be flexible and consider deliverability of retail and other needs.	is to put forward a comprehensive strategy for dealing with the issue of flooding based upon a Strategic Flood Risk Assessment. It is accepted that such a strategy could probably be implemented on a piecemeal basis within an overall framework.
24.		Page 33 - object as the positive benefits of Sainsbury's location are likely to occur through a continuum of retail activity rather than its proximity to the High Street. Growth could occur in the Sovereign Way area which is a natural adjunct to the town centre and easily accessible. Over 25,000 sq m of new retail floorspace would raise the town's profile.	23. The Preferred Option simply seeks to promote waterside access as an important and underused asset of the town. 24. The TCAAP proposes concentrating retail development on land to the west of Avenue le Puy.
25.		Page 34 - the scale of retail need makes Option A inappropriate. Pursue Option B but through a clear definition of identifiable proposals, i.e. areas that can accommodate change, together with policy criteria to allow delivery of land to meet needs without prejudicing the overall concept.	25. Option B is the Council's preferred option and this is taken forward in the TCAAP.
26.		Page 35 - object as Objective 2 requires major change if Tonbridge is to meet its potential.	26. It is accepted that major change is necessary.
27.		Page 36 - object as there is an opportunity for Botany Quarter alone to meet a substantial part of the identified retail and other needs.	27. Accept that the Botany Quarter has the potential to accommodate the major part of the new development needs of the town centre.
28.		Page 37 - object as the first column of masterplan options should refer to the Botany Quarter. Support the need to restructure existing development on the western fringe of the industrial estate to accommodate new uses but there is a need to define specific areas where development can come forward in a timely and efficient way. There is no strategic need to protect land at Sovereign Way for employment as it comprises poor / average quality premises.	28. Accept that the way that this set of options were presented does not clearly identify the Council's Preferred Option of concentrating new retail development in the Botany Quarter. However, other options make this clear.
29.		Pages 39 and 40 - object to the heading "Design and Development Quality" which undervalues the contribution of Sainsbury's to shoppers in Tonbridge. There is an opportunity for a gateway from the east along Sovereign Way. No need for development briefs here but need a series of policy criteria. Creating new channels and waterways would be too costly and not viable.	29. This section of the document is intended to deal solely with the issue of Design and Development Quality rather than land use mix. 30. Agree that park and ride would not be viable. It is not the Council's preferred option. 31. The Council's preferred option is to go for moderate change in terms of strengthening the towns identity. It does not wish to change the identity of the town completely.
			32. This matter is addressed in the TCAAP with the concept of the Central Area Fund to deliver public realm improvements. In terms of delivering development the Council intends to adopt a pivotal role in

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		30. Page 41 - object as park and ride would not be viable.	view of its land ownership in the town centre.
		31. Page 42 - objective 5 Option A would not go far enough.	33. Agree.
		32. Omission - object on the grounds that there should be a series of issues and options relating to deliverability.	34. Agree.
		33. Strength in amount of convenience goods retailing and car parking.	35. The TCAAP does identify some of this land for an extension of town centre uses, but not retail. The aim is to concentrate retail development on land to the west of Avenue le Puy.
		34. Weakness as centre not yet accommodating substantial comparison goods floorspace needs.	
		35. Land to east of Avenue le Puy and along Sovereign Way (as shown on Map 20) should be identified as a location for the expansion of town centre uses including retail. This area includes some poor quality industrial buildings some of which have been vacant for some time. PPS6 makes it clear that LDFs should identify where growth should be accommodated.	
0389	Harvester Trust	1. Page 31 Objective 1 Option A - Support riverside development and opening up access to waterside areas.	1. Support noted.
		2. Page 27 Objective 2 Option B - support increase in the town centre residential population.	2. Support noted.
		3. Page 35 Objective 2 Option A - support encouragement of a mix of building forms to accommodate a wide mix of uses.	3. Support noted.
		4. Support for development within the urban area of Tonbridge.	4. Support noted.
		5. Town Profile, Local Market and Land Use Options Objective 2 Option B - support.	5. Support noted.
			6. Housing mix will need to have regard to the findings of the Council's Housing and Market Needs Survey.
			7. Support noted.

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		<ul style="list-style-type: none"> 6. Important to allow market to lead on housing mix. 7. Support development of housing on sites where services are available and have the potential to be served by public transport. 8. Initiatives for new housing in the Botany Quarter are supported. 	<ul style="list-style-type: none"> 8. Support noted.
	6. PUBLIC		
0162	Mrs Dugdale	<ul style="list-style-type: none"> 1. Make more use of the castle grounds in the summer evenings, e.g. dancing and small shows. 2. Convert the fire station into a museum. 3. Bring back cricket week. 	<p>These activities would fall under the remit of town centre management. At present there is no dedicated management for the town centre. However, the Council has indicated its intention to introduce a town centre management function for the town centre.</p>
0306	Mr Marney	<ul style="list-style-type: none"> 1. The town centre needs to be completely traffic free. 2. No need for tourist hotels unless there are sufficient attractions. 3. Would like to see a return to a landscaped riverside area. 	<ul style="list-style-type: none"> 1. It would not be practical or appropriate to remove all traffic from the town centre. However, the transport strategy set out in the TCAAP seeks to discourage traffic from using the High Street through the introduction of highway improvements across the town. These improvements seek to improve the flow of traffic and ensure that the town centre is accessible for all by a variety of transport modes and to get the balance right between providing access and a pedestrian friendly environment. 2. Studies have shown that there is demand for an additional hotel and this is important in aiding the town centre to attract visitors. 3. It is a main objective for the Council to achieve a landscaped and accessible riverside area. This principle is embodied in the policies and proposals in the TCAAP, and the first urban design principle is that "The potential of all sites adjoining the extensive 'Tonbridge waterfront' should be exploited to enhance access for recreation and

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			create an attractive urban setting".
0307	Mr Dorling	<ol style="list-style-type: none"> 1. Includes a sketch design showing his ideas for the High Street. 2. Keep High Street two way. 3. Centre the town centre to the east of the High Street. 	<ol style="list-style-type: none"> 1. Many of the ideas and concepts in this sketch design are taken on board in the TCAAP and Master Plan. 2. The High Street will continue to be two way. 3. The High Street remains at the heart of the town centre but the east of the High Street, the Botany quarter is the area with the most development potential and it is here that most new development is planned to take place.
0308	Mr Harman	<ol style="list-style-type: none"> 1. Fully dredge Mill Stream for further boat moorings, residential and visitors. 2. Navigable height bridge / pedestrian path from towpath between Cannon Lane bridge and the town lock. 3. Bridge across Mill Stream to Lyons Crescent. 4 Land behind B&Q / Halfords / former BT site is suitable for a hotel and slipway into River Medway. 5 Additional boat moorings between Cannon Lane and Town Lock. 	<ol style="list-style-type: none"> 1. Dredging the waterways is the responsibility of the Environment Agency and the Council will continue to lobby the Environment Agency to do so where appropriate. Proposals at Town Lock include improved mooring facilities. One of the Council's priorities for the town centre is to have safe, attractive pedestrian access along its waterways and to introduce new/improved access wherever possible. 2 & 3 Plans to cross the river at Town Lock and across the Mill Stream to Lyons Crescent are under investigation as part of the plans for enhancing the Town Lock area. 4. The land behind B&Q / Halfords / former BT site is a proposed allocation for a mixed use development to include hotel use. Again, it would be expected that the development of this site would open up the river frontage and improve access whether a slipway would be practicable will depend on the ultimate form of development and the views of the Environment Agency. 5. Proposals for the redevelopment and enhancement of the Town Lock Area seek to secure improved and additional mooring facilities.

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0309	Mr Stace	<ol style="list-style-type: none"> 1. Prefers a sea of cars to multi-storey car parks (unsafe and not well designed). 2. Link Sainsbury's / Waitrose to the High Street with a market in Angel Lane. 3. Needs to cover a wider area including through traffic options. 4. Cannot do much about the traffic in the High Street unless a practical bypass is built. 5. Need a specialist fruit and vegetable retailer. 6. Let local organisations use the Dell by the Angel Centre on Saturdays. 7. Cannot do much about the traffic in the High Street unless a bypass is built. 8. The area between the High Street and the river should be developed for small bars, cafes and upmarket shops but not achievable unless daytime deliveries are banned. 9. Comprehensive redevelopment of the area from St Stephens Church to the library for shops, housing, parking and a transport interchange is appropriate with traffic directed to Avenue le Puy. 10. Concerned about the objectives for the industrial estate east of Sainsbury's / Waitrose. Wish it to continue to provide employment. 11. Riverside access needs to be improved, e.g. between Lockside and Mill Crescent. 12. Need to be realistic about what is achievable. 	<ol style="list-style-type: none"> 1. Well designed decked car parking can provide safe and attractive facilities without using up so much land. 2. The redevelopment of the Botany Quarter would provide the space for a market in this area. 3. The transport strategy for the town centre is set within a transport strategy for the wider area that aims to direct as much through traffic as possible to the A228. 4. The aim of the transport strategy is to remove as much traffic as possible from the High Street during main shopping times and to divert it around Cannon Lane. During peak periods the High Street would be open to all traffic as it is now. 5. The need for a specialist fruit and vegetable retailer is beyond the remit of the Council, but the TCAAP contains the policies to support new retail provision in the town centre, making it a more attractive place for retailers to have a presence. This may include retailers of this nature. 6. Use of the Dell by the Angel Centre is not an issue for the LDF. 7. The Council maintains its support for the London Road/Hadlow Road link road. In the meantime, the measures that are proposed in the transport strategy seek to reduce traffic in the High Street as much as possible and create a more pedestrian-friendly environment. 8. The TCAAP seeks to secure riverside access in the town centre. 9. Support for comprehensive redevelopment of the area from St Stephens Church to the library is noted. There is certainly some potential for redevelopment and improvement within this area.

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			<p>10. The fringe of the Tonbridge Industrial area next to Sainsburys/Waitrose is run down and much of it is vacant. This presents an opportunity to create a better balance of uses, including employment related uses, such as offices and education facilities.</p> <p>11. The TCAAP seeks to secure riverside access and environmental improvements in the town centre, and in particular at Town Lock.</p> <p>12. Research and discussions with the market and with developers indicate that what the TCAAP and Master Plan seek to achieve is realistic but it will not all happen at once or overnight.</p>
0310	Mr Skinner	<ol style="list-style-type: none">1. Emphasise the rail link to Gatwick and incorporate major development with long stay parking, shops, hotel and a modern station.2. No more housing in flood risk areas.	<ol style="list-style-type: none">1. The Tonbridge Station Complex (areas SDC9,11 and 12 in the TCAAP) is identified as being suitable for a high quality rail and public transport interchange with associated commuter car parking, high density residential development and retail use.2. Any development proposals for housing in the flood plain will be assessed against the government's Planning Policy Statement 25: Development and Flood Risk and Core Strategy Policy CP11. Any housing that is permitted in the flood plain must include an appropriately safe means of escape above flood levels anticipated during the lifetime of the development and the building or buildings must be designed and controlled to mitigate the effects of flooding on the site and the potential impact of the development on flooding elsewhere in the floodplain.
0317	Mr Smith	Do not turn the town into another Tunbridge Wells, it is a small market town.	Tonbridge has a unique historic and market town character that the Council will seek to maintain and enhance. Any development proposals, if they are to be acceptable must reflect this. In any case Tonbridge is too close to Tunbridge Wells to become another centre of that size.

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0318	Mr Camp	<ol style="list-style-type: none">1. Need for the North Link road.2. Consider a one way system.3. Traffic solutions do not fully address the problems and will not work. These must be addressed first.4. Anti traffic measures and signage will not solve the problem, just move it somewhere else.5. More offices will increase the traffic problem.6. Need open parking not just multi storey car parks.7. Need to move the train station south and integrate public transport.8. Submitted some detailed proposals for solving the traffic problems based principally upon a one-way system in the High Street and various other traffic management measures. Also suggests as an alternative a new slip road at the Quarry Hill junction linking A21 north with A26 west.	<ol style="list-style-type: none">1. Every opportunity to resolve traffic problems will be taken, but the regeneration of the town must not rest on waiting for things that may take many years to resolve. The Council will continue to support proposals for the London Road/Hadlow Road Link Road. There are other improvements that can be made to address the transport problems in the town centre along with realising the town centre's potential.2. A one-way system has been considered in the past and rejected because it would be likely to increase traffic speeds through the town centre to the detriment of pedestrians.3 & 4. The Transport strategy for the town centre is set out in the TCAAP and includes a number of measures including the re-alignment/design of junctions, deterrent measures in the High Street, variable Message Signing for cars parks, a consolidated signing strategy of North/South routes, improved bus provision, enhanced rail-bus interchange, travel planning and permeable walk and cycle routes.5. Advice is that there is not a strong office market for Tonbridge. The TCAAP makes only limited proposals for new offices and mainly to replace existing uses which already generate traffic.6. Decked parking is a more efficient and effective use of land, and through good design can provide safe, secure and attractive parking facilities.7. Proposals for the Tonbridge Station complex seeks to improve the appearance and layout of the station and create a bus/rail interchange. Exactly how this is done will be up to Network Rail.8. Some interesting suggestions, but the idea of a one-way system in the High Street has previously been considered and rejected because it would run counter to the objective of improving conditions for

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			<p>pedestrians as it would be likely to result in increased speeds. An additional slip road at Quarry Hill has also been considered and rejected as being impracticable due to levels or otherwise prohibitively expensive. It also conflicts with the transport objectives for Tunbridge Wells which aim to deter additional traffic on the A26 through South Borough. Wherever possible, the Council will continue to lobby for improvements to the wider transport infrastructure, including its continued support for the London Road/Hadlow Road link road and improvements to the A228 and A21. However, there are other local improvements of a relatively minor nature that can be made to address the transport problems in the town centre along with realising the town centre's potential.</p>
0319	Mr Pledge	<ol style="list-style-type: none"> 1. Need to open up the river with landscaping and wildlife and set new buildings back. 2. Ensure residents can still park. 3. Need wildlife havens and corridors. 4. Need allotments. 5. The river flow needs improving and new development will impact on water supplies. 6. Need for good quality architecture. 7. Need to deal with the dominance of through traffic. 8. Need to address the needs of the town's clubs. 9. Need a state of the art adult education, library, museum and arts centre for exhibitions, films and visual arts. 10. Need more trees. 	<ol style="list-style-type: none"> 1. The TCAAP requires development to include landscaping and to improve access and the environment of the riverside. This will in turn create the environment for wildlife. New buildings will need to be set back in places to ensure this environment can be created. 2. Improving the general parking provision in the town centre will help to achieve the balance between resident and visitor parking. Where necessary special residents parking schemes can be introduced. 3. Whilst biodiversity will be a consideration, the town centre is not perhaps the most appropriate place to create wildlife havens. However, the rivers will provide corridors for wildlife. 4. The town centre is not an appropriate location for allotments. 5. Water companies have been involved with this process and are automatically contacted when planning applications are received to ensure that the water supply can cope with new development. The Environment Agency is responsible for dredging the rivers and streams in the town centre.

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			<p>6. One of the main objectives of the Master Plan and the Area Action Plan is to raise the quality of design and will set out guiding design principles to assist developers as to the high quality of design that will be expected.</p> <p>7. The issue of through traffic is being addressed through measures in the TCAAP and Master Plan to discourage traffic from going up or down the High Street. Most of the traffic in Tonbridge is generated from within the town.</p> <p>8. The needs of the town's clubs are being addressed through other work being carried out by the Council to establish what the need is. Any needs will be addressed through the provision of community facilities both within and outside the town centre.</p> <p>9. The Council will continue to work with the agencies that provide these facilities (art, adult education, libraries etc.) and assist them in any way it can to secure additional and/or improved facilities in the town centre.</p> <p>10. Landscaping (including trees), is an important element of development and will be considered in development proposals.</p>
0320	Mr Reiss	<ol style="list-style-type: none">1. Questions where the traffic displaced from the High Street will go.2. The target area of interest is too small. Should consider the wider impact of traffic on residential streets to the north.3. High Street is shabby and the air quality is poor.	<ol style="list-style-type: none">1. The transport strategy explains in detail a number of measures to improve the flow of traffic around the town centre and discourage traffic from using the High Street.2. The Central Area Action Plan boundary has been drawn to include the areas of greatest land use change. This is not to say the wider impacts have not been considered. For example the Council's support for the London Road/ Hadlow Road Link, the Colts Hill improvement on the A228 and the Castle Hill improvement on the A21 all lie outside the Central Area but relate to proposals in the Central Area.3. The transport strategy aims to reduce traffic in the High Street and

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			<p>this will improve the air quality. The "shabbiness" of the High Street is one of the main motivations for the production of the TCAAP and the Master Plan - to facilitate development proposals that create a more pedestrian friendly environment as part of a comprehensive plan to create an attractive and vibrant town centre.</p>
0321	Mrs Copper	<ol style="list-style-type: none"> 1. No room for more housing in the town centre and there is no need for it either. 2. Need for more dropped kerbs for less mobile people. 3. Need facilities for young people, especially teenagers. 4. It is a market town. 5. Questions why the memorial garden is built at River Walk. 	<ol style="list-style-type: none"> 1. The amount of housing needed in the Borough is identified by the Regional Planning Body and the local planning authority is required to allocate the land to provide that housing. There is a need for housing in the town centre to protect the countryside and the Green Belt and to support the regeneration of the town centre. Capacity has been identified for more than 1000 new dwellings to be built in the centre. 2. The overall urban fabric is being addressed through this process and it is the Council's intention to improve pavements, kerbs etc. for all people, particularly those people who are less mobile and use mobility scooters. 3. The need to provide more facilities for young people, especially teenagers will be addressed through new leisure development in the Botany Quarter in particular. 4. This is its historic location. 5. The Council has no intention of moving the memorial garden at this stage.
0322	Mr and Mrs Clark	<ol style="list-style-type: none"> 1. Safe access to the river and water features are supported. 2. Agree that pavements should be widened. 3. No need for any more supermarkets. 	<ol style="list-style-type: none"> 1. Support for safe access to the river and water features is noted. 2. Support for widened pavements is noted. 3. Studies have demonstrated a significant need for additional retail

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		<p>4. Believe that the High Street should be made one way from the Sainsbury's / Library roundabout to the top of town at the proposed London Road / Hadlow Road link and round via Sovereign Way back to Sainsbury's.</p> <p>5. Question what is proposed for St Stephen's roundabout.</p> <p>6. A multi storey car park on the Old Colas site on Sovereign Way may be appropriate if it had proper security and link this and all the main car parks to the town centre with a free bus service.</p> <p>7. New housing is necessary but should use previously developed rather than greenfield sites.</p> <p>8. The town should not be expanded east or west given that the countryside is in close vicinity.</p> <p>9. No need for a new hotel.</p> <p>10. Any new bowling alley should be located on the trading estate.</p> <p>11. Possibility of a cinema and playhouse in the town.</p> <p>12. No need for more supermarkets, nor subsidies by large companies who then dictate the terms.</p>	<p>floorspace, but this may not be in the form of another supermarket.</p> <p>4. A one way system has been considered in the past but rejected because it would lead to increases in speed of traffic through the High Street to the detriment of pedestrians. The Transport Strategy in the TCAAP includes a number of measures to improve traffic flow and reduce traffic in the High Street.</p> <p>5. The area around St Stephens is an important gateway to the town and it is essential that the overall environment here is improved to give a good impression of Tonbridge and to attract visitors too. Public realm (environmental) improvements and improvements to the junction are proposed as illustrated in the Master Plan.</p> <p>6. The former Colas site is suitable for mixed use development and is too far from the main shopping core to be a good place for multi-storey or decked car parking. Park and Ride from this site would not be viable. Decked car parking would be better provided within the town centre in places where there is parking already, close to the shops and services.</p> <p>7. The Council's approach is to use previously developed land rather than greenfield sites for the necessary new housing.</p> <p>8. There are no plans to expand the town.</p> <p>9. Studies have shown that there is a need for a new hotel in the town centre and this appears to be backed up by the interest shown by hotel developers and operators.</p> <p>10. Bowling Alleys are an appropriate town centre use that can contribute to the overall town centre offer.</p> <p>11. Support for a cinema or playhouse in the town centre is noted.</p> <p>12. The need for any additional retail floorspace - supermarkets or otherwise, will need to be supported by information that sets out the</p>

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			capacity for the development proposed.
0323	Mr Gelling	<ol style="list-style-type: none">1. The facilities at Tonbridge School should be open to public use, e.g. the athletics facilities, chapel, theatre, concert hall.2. Implement the London Road/Hadlow Road Link.	<ol style="list-style-type: none">1. Many of the facilities at Tonbridge School are open to public use when these facilities are not being used by the school.2. The Council is not responsible for implementing the Hadlow Link Road but continues to lobby Kent County Council at every opportunity for this road to be built. The land for the scheme is safeguarded in the Local Plan and will continue to be safeguarded in the LDF. KCC is responsible for funding this road and the Borough Council will take every opportunity to lobby KCC to bring forward this scheme at the earliest opportunity.
0324	Mr Davies	<ol style="list-style-type: none">1. Would like to know what the actual options are, e.g. where would the education centre go.2. High Street cannot be considered without Hadlow Road link and traffic implications.	<ol style="list-style-type: none">1. The options are set out in more detail in the Master Plan. These have to be flexible to a degree so as not to be too prescriptive as there will be issues of land ownership and funding for any development. The main area with redevelopment potential is to the east of the High Street and this is likely to be the location of new development such as an education centre. On the TCAAP sites to the east of Avenue le Puy are identified for educational use.2. Every opportunity to resolve traffic problems will be taken, but the regeneration of the town must not rest on waiting for things that may take years to resolve. The Council will continue to support the London Road/Hadlow Road Link. There are other improvements that can be made to address the transport problems in the town centre along with realising the town centre's potential.
0325	Mr Kinloch	<ol style="list-style-type: none">1. Until satisfactory relief roads are in place and through traffic can pass unimpeded round the town, no measures should be taken to	<ol style="list-style-type: none">1. Every opportunity to resolve traffic problems will be taken, but the regeneration of the town must not rest on waiting for things that may

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		<p>reduce traffic flow in the town. Completion of London Road/Hadlow Road Link is vital.</p> <p>2. Not practicable to take such a simplistic approach to the town.</p>	<p>take years to resolve. The Council will continue to support the London Road/Hadlow Road Link. There are other improvements that can be made to address the transport problems in the town centre along with realising the town centre's potential.</p> <p>2. Disagree, need to get the ideas, concepts and vision right so that more complex details can be developed.</p>
0327	Mr Rutland	<p>1. The centre of the High Street near the Big Bridge should be utilised to best promote the town's assets, i.e. history, architecture, retail, commerce, leisure (natural open spaces, dining out, pubs, community events).</p> <p>2. Detailed suggestions are put forward for the road layout in Tonbridge.</p> <p>3. Bordyke to Medway Wharf - promote the area to tourists and residents as it is historic and has good dining potential.</p> <p>4. Medway Wharf Road - mixture of offices, industry and housing. Riverside may benefit from a pub or restaurant.</p> <p>5. Sovereign Way / Avenue le Puy / Vale Road - place multi storey car parks to the rear of Sainsbury's and the High Street to give increased capacity near the High Street / Station.</p> <p>6. Sainsburys / Angel Centre - can be developed with modern architecture for a high quality shopping mall, cinema, bowling alley, night club, office / meeting room facilities, stream side pubs, relocation of library / Council / tax offices.</p> <p>7. Station Road to Pembury Road - reposition the station front to the station car park under the main road and this lends itself to a transport terminus.</p>	<p>1. The Master Plan promotes improvements to the public realm, particularly on the High Street and around the Big Bridge to preserve and enhance the historic character of the area and the setting of the Castle. Promoting the town's assets would fall under the remit of town centre management. At present there is no dedicated management for the town centre. However, the Master Plan recommends that a new town centre management function should be established.</p> <p>2. The Transport Strategy is aimed at achieving the objective of reducing traffic flows through the High Street during the main shopping times.</p> <p>3. Town Centre Management would deal with the non-physical aspects of town centre regeneration such as tourism.</p> <p>4. It is also the intention of the Master Plan and emerging Area Action Plan to set out areas for mixed use development and this includes the area of Medway Wharf Road for a mixture of offices, pub/restaurants and housing.</p> <p>5. Decked car parking is proposed as part of wider redevelopment proposals in the Botany area. Proposals will not be acceptable unless they are of a high quality design.</p> <p>6. This is what the Area Action Plan proposes.</p>

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		<p>8. Industrial Area - this has good transport links and could be the town's greatest asset with the right industry. It should be retained for commercial purposes.</p> <p>9. The Rest - there are pockets of land which could be developed to provide housing without encroachment on the green belt.</p> <p>10. High Street - pedestrian, bus, taxi and delivery vehicle access only during shopping hours should reap the desired benefit.</p>	<p>7. The railway station is an important gateway to the town and an important facility. It is in need of a re-vamp, and this is a main objective for the Master Plan, and the emerging Area Action Plan. Details of the proposal would depend on Network Rail and practical and operational considerations.</p> <p>8. The Master Plan and Area Action Plan seek to retain Tonbridge Industrial Estate and encourage new employment generating uses aimed at meeting the modern day business requirements.</p> <p>9. It is agreed that there are pockets of land which could be developed to provide housing and protect the Green Belt.</p> <p>10. The transport strategy as set out in the Master Plan and the TCAAP aims to reduce traffic using the High Street through a number of measures, and create a more pedestrian friendly environment. The aim would be to maintain vehicular access for servicing and public transport whilst creating a more pedestrian friendly environment and encouraging through traffic and people accessing the town centre to use alternative routes.</p>
0334	Mr Laker	<p>1. Only a little land for housing should be allocated close to the High Street, the attention should mainly be focussed on retail and leisure activities.</p> <p>2. Agree that riverside areas should be more accessible and attractive but questions whether the cafes and restaurants there would be viable.</p> <p>3. Agree with the redevelopment of the station together with retail and commercial infrastructure.</p> <p>4. Need to improve the landscape and junction near St Stephen's Church.</p>	<p>1. Housing development is needed in the town centre to help bring forward other uses and to ensure that the need for new housing for Tonbridge is met without needing to encroach into the Green Belt.</p> <p>2. Support for better access and environment along the riverside is noted. Cafes/restaurants in some riverside areas are expected to be viable as part of mixed use development.</p> <p>3. Support for redevelopment of the station is noted.</p> <p>4. The Master Plan seeks to improve the Town Centre gateways, particularly the area and the junction at St. Stephen's Church.</p> <p>5. Support for decked carking is noted. Long stay and commuter</p>

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		5. 2/3 deck parking near the railway would be useful.	decked parking is likely to be developed near the railway station as part of wider development proposals.
		6. Questions whether further cycle provision would be utilised.	6. Further cycle facilities are necessary to create a more comprehensive network to encourage more cycling in the town centre.
		7. Existing varied High Street frontage should be retained.	7. Where the existing varied High Street frontages add value to the environment and the diversity of retail facilities they will be retained.
		8. Agree to more useful activities west of High Street as long as the sportsground is not affected.	8. Support for more useful activities west of High Street noted. The sportsground will not be affected.
		9. Impracticable to phase out employment uses at the industrial estate.	9. Phasing out employment use at the industrial estate is not proposed, indeed policy TCA9 seeks to safeguard this important employment area.
		10. Need a venue for a new Saturday market which is an important asset for the town.	10. Proposals for the Botany Quarter will be set out in more detail in a development brief. This brief will be subject to public consultation. The TCAAP and Master Plan seeks to secure open space in the Botany Quarter as part of the redevelopment, and this would be suitable for a market.
		11. Making features of the existing waterways would enhance the town.	11. Support for making features of the existing waterways in the town is noted.
		12. Town Centre Size and Extent of Activity Objective 1 options A and B both deserve support and need not exclude each other.	12. Support for objectives relating to the size and extent of activity and the need to integrate this is noted.
		13. Town Centre Size and Extent of Activity Objective 2 - built form should be traditional were possible, otherwise it needs to be sympathetic.	13. Support for new buildings to be traditional where possible and otherwise sympathetic is noted.
		14. Whilst the High Street should be more pedestrian friendly, unhappy with the idea of restricting traffic. There is a need for a really effective route for traffic to by-pass the High Street which does not currently exist.	14. The Council continues to lobby KCC and the Highways Agency at every opportunity to secure funds for improvements to the A21 and the London Road/Hadlow Road link road. In the meantime, the transport strategy in the TCAAP and the Master Plan sets out a number of measure to improve the flow of traffic around the town centre and to improve alternatives to the private car such as improved
		15. Need to retain a continuation of library services if the existing library site is redeveloped.	
		16. No ideal alternative route for traffic to avoid the High Street.	

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			walking and cycling provision and a Quality Bus Partnership to improve services.
			15. If the existing library site is redeveloped, the Council will wish to ensure a continuation of library service although this will be the responsibility of Kent County Council.
			16. The transportation strategy in the Master Plan and TCAAP sets out a number of measures to improve the flow of traffic around the town centre and to provide attractive alternatives to the private car and includes an improved walking and cycling environment, a Quality Bus Partnership, improved bus service facilities (e.g. bus shelters and service information) and an improved station with better rail/bus interchange. In addition to this, the Council will continue to lobby KCC and the Highways Agency for improvements to the A21 and for the construction of the London Road/Hadlow Road Link.
0337	Mr and Mrs Mitchell	Care needs to be taken about how traffic is taken away from the High Street. Concerned about diverting traffic from the High Street onto Bordyke and Hadlow Road as this would be dangerous and affect the character of Bordyke. Need for the Link Road.	The transport strategy in the TCAAP and Master Plan sets out a number of proposals to improve traffic flow around the town centre and to make alternatives to the private car more attractive. The Council will continue to lobby KCC to allocate funding for the London Road/Hadlow Road link. However, the regeneration of the town must progress, and not rest on the construction of the link road that may not be built for a number of years.
0348	Mr Dunlop	<ol style="list-style-type: none">1. Support some form of pedestrianisation of the High Street and only allowing buses and disabled vehicles between 10am and 4pm.2. Cycle tracks on the High Street should be on the road and cyclists should be excluded between 10am and 4pm.3. Synchronise all the traffic lights to enable traffic to move more	<ol style="list-style-type: none">1. The Master Plan and TCAAP seek to maintain vehicular access for servicing and public transport whilst creating a more pedestrian friendly environment and encouraging through traffic to take the alternative routes outside of the peak periods.2. A separate Cycling Strategy is being developed.

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		<p>smoothly and pedestrians to not have to wait very long to get the green man.</p> <p>4. An integral part of the plan must be to construct the London Road/ Hadlow Road Link.</p> <p>5. Need very firm and acceptable plans for providing replacement facilities at the leisure centre.</p>	<p>3. The traffic light synchronisation will reflect the times required to ensure appropriate flow of traffic in the town centre in line with wider traffic measures. Greater priority will be given to pedestrians during the main shopping periods.</p> <p>4. Whilst the Borough Council takes every opportunity to lobby for the London Road/Hadlow Road link to be built, the funding and subsequent timing of this scheme rests with Kent County Council. The Transport Strategy includes complementary measures that will contribute to traffic reduction and to improving traffic flow through the town centre in the meantime.</p> <p>5. The Council would expect to have firm and acceptable plans for providing replacement leisure facilities before the exiting facilities are removed.</p>
0349	Mrs Ellis	<p>1. Agree with plans to pedestrianise the High Street but questions where the traffic will go as the bypass is already busy during peak times.</p> <p>2. Too much housing is being built which creates more traffic problems and exacerbates water shortages. There are insufficient schools, doctors etc to cope with more people.</p>	<p>1. There are no plans to completely pedestrianise the High Street. The transport strategy contained in the Master Plan and TCAAP sets out a number of measures to improve traffic flow around the town centre, reduce traffic in the High Street during off-peak periods and create a more pedestrian friendly environment During peak periods the High Street would be open to all traffic as at present.</p> <p>2. The Council is required to allocate enough land for housing. The alternative to providing housing in the town centre is to encroach on the Green Built surrounding the town. There are processes to ensure that there are sufficient schools, doctors etc. in place to cope with new development. The agencies that provide these facilities (e.g. the primary care trust, education authority etc.) provide the Council and developers with the information to identify any additional needs and this then informs the developers who make provision for the facilities either directly through building works or by paying a contribution.</p>

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0350	Mr King	<ol style="list-style-type: none"> 1. Need for more detail. 2. The town is shabby, e.g. the roundabout outside the library, litter. 3. Need a new railway crossing to create more space. A new road bridge built to the east of the existing bridge with decking between the two would provide that space. 	<ol style="list-style-type: none"> 1. More detail is contained in the Master Plan and TCAAP - building on the ideas and concepts set out at the Preferred Options stage. 2. The town's "shabbiness" is one of the main driving factors behind the need to regenerate the town centre and it is the Council's objective to improve the overall appearance and environment of the town centre. 3. Support for the regeneration of the station area and bus/rail interchange is noted. Current policies and proposals do not specifically identify or support a second bridge that would be likely to be prohibitively expensive. Nevertheless comprehensive redevelopment of the station and its car parks is envisaged.
0351	Mr Lynch	<ol style="list-style-type: none"> 1. Positive aspects are: <ul style="list-style-type: none"> -improving access to the River Medway -improving connectivity within the town, especially for pedestrians -addressing the town's southern gateway -making the High Street more pedestrian friendly. 2. Concerned that the potential quantity of new town centre development is not clear and that this could be too much for the available infrastructure to cope with. 3. High Street alterations need to take into account: the need to continue service access to the shops, buses need to be kept in, the lack of convenient alternative traffic routes, and the difficult relationship between the High Street and the station approach. Opposed the complete pedestrianisation of the High Street. 4. Opposes a one way loop system for Barden Road / Avebury Avenue as there are already long queues up towards Quarry Hill. However, the eastern end of Barden Road could be one way eastbound. 	<ol style="list-style-type: none"> 1. Support and general comments on positive aspects of the proposals are noted. 2. The capacity of the infrastructure to cope with the new development has been considered, and the transportation strategy of the Master Plan and TCAAP addresses this. It seeks to improve the flow of traffic around the town centre and reduce the amount of traffic using the High Street, making it a more pedestrian friendly environment through improvements to the public realm. It also includes measures to improve bus services and facilities (e.g. passenger information and bus shelters) through a Quality Bus Partnership and to improve walking and cycling environments to encourage people to travel by means other than the private car. The capacity of other services and facilities has also been considered through consultation on the Preferred Options. 3. There are no plans to fully pedestrianise the High Street. Service and bus access will be retained. The High Street will continue to take all traffic during peak periods, but with restrictions applying during the main shopping times.

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		<p>5. Shops should be encouraged to remain between St Stephen's Church and the station as this retail area is important to those living in the south end of town. However, traffic is too dominant and the needs of pedestrians need to be better met. It needs to be improved to provide an attractive gateway.</p> <p>6. Need a wider bridge across the railway or a new bridge elsewhere to improve traffic and public transport arrangements at the station. There is not currently enough space to provide a better public transport interchange.</p>	<p>4. This proposal has already been implemented as part of the Car Parking Plan.</p> <p>5. Regeneration of the area between St Stephen's Church and the station is to include retail as part of mixed use development as set out in policy TCA11 in the TCAAP. Overall, the purpose of regenerating this part of the town is to improve the environment of this important gateway, giving the area the status it deserves. Proposals include junction improvements to aid the flow of traffic and improvements to the public realm to create a safer and more attractive pedestrian environment.</p> <p>6. Current policies do not support a second bridge across the railway which would be prohibitively expensive. It is believed that there is enough room outside the station to improve the interchange facilities.</p>
0354	Mrs Bickmore	<p>1. Clean, tidy and paint what we have already.</p> <p>2. Make pedestrian crossing lights react more quickly.</p> <p>3. Need for a museum / art gallery in north Tonbridge.</p> <p>4. Need for a skate board area in south Tonbridge.</p> <p>5. High Street is not suitable for pedestrianisation and will not work.</p> <p>6. No need for any more buildings, especially since there are drainage / flooding problems.</p> <p>7. Remove the Star and Garter as it is an eyesore and replace it with grass, trees and seating.</p> <p>8. Need more seats especially at bus stops.</p>	<p>1. Maintenance of the town centre is ongoing, but alone will not create the desired effect of improving the town centre environment.</p> <p>2. Issue of lights at pedestrian crossings noted. This is a matter for the Highway Authority. It is intended that greater priority will be given to pedestrians in the High Street.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. There are no plans to completely pedestrianise the High Street. The transport strategy contained in the Master Plan and TCAAP sets out a number of measures to improve traffic flow around the town centre, reduce traffic in the High Street during off-peak periods and create a more pedestrian friendly environment. During peak periods the High Street would be open to all traffic as at present.</p>

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9.		Need for several smaller projects rather than major proposals.	6. Draining and flooding issues are taken into consideration for all proposals. The new buildings will meet the need for additional leisure, retail, employment and residential uses and are instrumental to the successful regeneration of the town centre.
10.		Only having 2 bridges causes traffic congestion problems.	7. Star and Garter now demolished and replaced with a landscaped area.
11.		Need a multi storey car park in Priory Street for commuters.	8. Street furniture is addressed by policies and proposals to improve the public realm as set out in the TCAAP, in particular policy TCA10. Part of the transport strategy relates to a Quality Bus Partnership and this will address issues such as bus shelter provision and passenger information.
12.		Improve the safety of the entrance to Sainsbury's car park.	9. Smaller projects include new and enhanced public open space across the town centre and other environmental improvements. They form a major part of the regeneration of the town centre.
13.		Make Blockbusters into an attractive café, toddlers play area and youths skate board area.	10. It is unlikely that the scope for a third bridge will be possible since it would be prohibitively expensive so the transport strategy seeks to develop other ways to deal with congestion.
14.		Move the Angel Centre entrance to the front and allow bands to play daily on the raised area.	11. Provision of decked car parking will be encouraged for both commuters and visitors to the town as it can, if well designed, provide safe and secure car parking without taking up so much land.
15.		Do not allow Sainsbury's to take up more space, but build upwards.	12. This area is to be comprehensively redeveloped. Road safety will be addressed in all planning proposals.
16.		Improve the road marking and signage.	13. Changing the existing use of the Blockbusters unit is beyond the direct control of the Council.
17.		Improve the appearance of the area around the station.	14. Moving the entrance of the Angel Centre is unlikely since it has only relatively recently been moved to its current location to improve its internal operation. In any case, it is likely that the existing building will be redeveloped as part of the development of the wider area.
18.		Need a new, modern library possibly behind the Humphrey Bean.	
19.		Need a small bandstand by the new war memorial.	
20.		Need a graffiti scribble board.	
21.		Need sandpits for dogs.	
22.		Need for traffic lights to be more pedestrian friendly.	
23.		Remove all buses, except in school rush hours, and replace them with mini buses and make public transport cheaper.	
24.		Demolish the houses in Vale Road by the one way twist and use this as a through route from Hadlow.	

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		25. No need for more housing as the drains, schools and surgeries cannot cope.	15. Sainsburys is important to the town, so if additional space is required then the Council is likely to support it, but it is also likely that better use will be made of the area by having other uses above the store.
		26. Any hotel should be high rise and behind the Humphrey Bean.	
		27. Make the most of the River Medway by cleaning up the streams, incorporating attractive footbridges.	16. Part of the transport strategy is to further improve signing in the town.
		28. Parish Church - open up entrance to High Street or enhance it.	17. It is an important objective of the TCAAP to improve the appearance of this important gateway to the town centre.
		29. Traffic lights at Yardley Park Road / Hadlow Road.	18. The Borough Council will seek to encourage the County Council to provide new library facilities within the Botany area redevelopment scheme. 19. This is a matter that could be addressed by town centre management which the Council intends to introduce. 20. This is a matter that could be addressed by town centre management which the Council intends to introduce. 21. This is a matter that could be addressed by town centre management which the Council intends to introduce. 22. One of the aims of the transport strategy is to make the traffic lights in the High Street more pedestrian friendly. 23. The Council does not have this degree of control over public transport, but it is an aim of the transport strategy to improve facilities for public transport in the town centre. 24. Because of the number of houses involved this would be prohibitively expensive. In any case, the Council is seeking to encourage more people to live close to the town centre. To demolish these homes would run counter to this objective. 25. It is the aim to encourage more people to live in and close to the

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			<p>town centre. This supports the facilities in the centre and reduces the need to travel in by car. Houses in the centre of the town also helps to protect the Green Belt. High house prices is an indication that there are not enough houses being provided to meet needs.</p> <p>26. The Council wishes to encourage the provision of a hotel which could be provided on a number of different sites in the town centre.</p> <p>27. It is one of the aims of the town centre strategy to make the most of the rivers passing through the town centre with additional bridging points where necessary.</p> <p>28. The enclosed approach to the Parish Church is part of the character of the Conservation Area. It should not be radically changed but could be enhanced.</p> <p>29. This junction lies outside the Area Action Plan. The Borough Council's preference is to press for the early completion of the London Road /Hadlow Road link that would make traffic lights at Yardley Park Road unnecessary.</p>
0359	Ms Jagger	<ol style="list-style-type: none">1. Support focus on access and connectivity, the role of water and design quality.2. Agrees with the analysis of the built environment and proposals to reduce but not abolish High Street traffic.3. More car parking on the south side of the station, together with pedestrian access to platforms from the south, could help overcome some traffic and parking problems.4. Station development should include shops, a bus interchange and an attractive pedestrian route to the town centre.5. Station development proposals need to address the crowding and	<ol style="list-style-type: none">1. Support noted.2. Support noted.3. The TCAAP proposes the comprehensive redevelopment of the station and rail/bus interchange including the provision of decked parking.4. The TCAAP proposes the comprehensive redevelopment of the station and the goods yard sites to include a mix of uses as well as improvements to the bus/rail interchange.5. These sort of matters would be addressed in the redevelopment proposals

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		disruption between conflicting flows of commuters and pupils, e.g. better access, wider pavements, re-routing of pedestrians.	
		6. There is a need for affordable and essential worker housing.	6. Subject to viability, all proposals for new housing in the centre will include an element of affordable and/or key worker housing.
		7. The south of Tonbridge should be considered as an important part of the town centre and include a good mix of shops.	7. The south part of Tonbridge from St Stephens Church is regarded as being within the town centre.
		8. Need for more car parking generally to support West Kent College and other organisations which use the town as a regional centre.	8. Decker car parking in the town centre will result in an increase in the number of car parking spaces appropriate to the requirements of any new development.
		9. A Discovery Centre should cater to the needs of all people who use the town.	9. The County Council is responsible for the provision of library services including a discovery centre if one is provided.
		10. There is a need for accessible and regular bus services to outlying districts and villages.	10. The Borough Council does not have any direct control over bus services, but it will seek to ensure that facilities within the town are attractive to public transport.
		11. Need for a good hotel but the town needs to be more user friendly to foreign visitors.	11. Support for new hotel and environmental improvements to make the town more user friendly noted. Town Centre Management can also address this issue.
		12. Does not agree that the town should be divided into quarters with the High Street as a border. It would be better to improve the links between the areas east and west of the High Street.	12. Whilst the town is considered in quarters the High Street is still the main link between them.
		13. Must be careful not to create a town centre which is too large and should start development from the central area, e.g. the council owned land on the west side of High Street.	13. Agree that new development needs to be the right scale to reflect Tonbridge's size and character. The best opportunity for early development is on Council owned land to the east of the High Street.
		14. Need to recognise flood issues and create a distinctive Tonbridge design for elevated buildings on pillars, possibly with car parking or market stalls underneath.	14. Flooding issues will certainly need to be dealt with through good urban design.
		15. Introducing multi storey car parks could be counter productive unless they are truly spacious.	15. Decker car parks will need to be well designed so that they are attractive and provide safe and secure car parking facilities.

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0360	Mr Phillips	<p>1. Agree that the Castle and Old Town Quarters function well with no major opportunity for intervention. However, in making future planning decisions, consideration should be given to views to and from the castle, ensuring buildings are in keeping with the neighbourhood, evaluating the existing buildings in the conservation area to assess whether good quality modern buildings might be more appropriate.</p> <p>2. General comments suggesting Best Practice for all planning submissions within conservation areas and the town centre.</p>	<p>1. Support for the identification of the Old Town and Castle Quarters and the Council's Preferred Approach noted. Views to and from the Castle will be an important consideration.</p> <p>2. The Council intends to review and update the Conservation Area Appraisal for Tonbridge which will have regard to best practice in design and conservation. Kent Design also provides such advice.</p>
0362	Mrs Preece	<p>Railway station and the surrounding area should be a high priority as it gives a poor impression and there is insufficient space for the bus stops, car drop off areas and taxi ranks.</p>	<p>The Station area is a high priority for the Council, but the rate at which development progresses will be down to Network Rail.</p>
0365	Mr Vorley	<p>1. Agree that a rethink of the layout and use of the town centre is needed and supports turning the town to face more towards the river.</p> <p>2. The street market is important and must be at the centre of the new plan.</p> <p>3. Station Approach and station area should be included in the plans and rebuilt, including landscaping. There is a need for a new bridge to take traffic from station approach to Vale Road so that only buses, bikes and access traffic enters the High Street.</p>	<p>1. Support noted.</p> <p>2. The open space that is likely to form part of the new Botany Quarter could provide the facility for a street market although whether or not a market takes place will be a matter for the market operators and for town centre management.</p> <p>3. Redevelopment of Station Approach and the station area are included in the plans and support for their regeneration is noted. There are no plans for a new bridge over the railway which would prohibitively expensive.</p>
0367	Mr Whitmey	<p>1. Town centre needs comprehensive improvements for the long term future to ensure its attractiveness to live, work, shop and for recreation which can be done with careful planning using good design and good quality materials which are sustainable and long lasting. The strategy</p>	<p>1. Support noted.</p> <p>2. The intends to introduce town centre management.</p>

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		is a positive one and can be achieved if the town is well managed, well planned and includes sustainable transport planning.	3. The TCAAP aims to improve the environment and increase access alongside the rivers. Cleaning the rivers is a matter for the Environment Agency.
		2. Need good management of the town centre and public spaces to avoid litter and graffiti.	4. The Council will continue to maintain open spaces in the town centre, including the removal of litter and graffiti. Footbridges and other street furniture will also be maintained as required, but some are the responsibility of the County Council.
		3. The river and its tributaries are an important asset to the town. They need regular cleaning, especially around the Town Lock, and should be made more pedestrian friendly.	5. The transport strategy in the Master Plan and TCAAP sets out a number of measures to improve the flow of traffic flow around the town centre with a view to reducing traffic in the High Street as much as possible during the main shopping periods.
		4. Public open spaces are another asset to the town. They need to be kept free of graffiti and some footbridges need to be refurbished.	6. Wherever possible, the Council will encourage developers to replace shop fronts that are unattractive and unsympathetic to the town centre environment. It will expect all new shop fronts to be of a high standard and appropriate to their setting.
		5. High Street suffers from traffic congestion and restricted pedestrian movements. Traffic should be encouraged to divert away from it but buses and taxis should continue to use it. Narrowing it would benefit pedestrians.	7. This is the Council's objective.
		6. New shopfronts should be designed sympathetically and unsympathetic shopfronts should be replaced. Street furniture should be well designed.	8. This area is the area with the most redevelopment potential and will be the subject of a detailed development brief. This is likely to include proposals for decked car parking - attractive, well designed safe and secure parking without using up so much land. The development brief will build on the proposals in the Master Plan and TCAAP to create a safe, well designed environment for all.
		7. Old Town needs to maintain its individual characteristics.	9. It is intended that the Station and the goods yard areas will be comprehensively redeveloped for a mix of uses including improvements to the station and bus/rail interchange facilities.
		8. The Sainsbury's / Beales and Angel Centre and associated car park need updating and suffer from anti social behaviour, skateboarders, litter and fly tipping.	10. This area would be included in the station redevelopment.
		9. The railway station, transport interchange and drop off area need whole scale improvement.	11. The Botany Quarter is likely to include an open space that would be suitable for use by a market.
		10. Station approach contains poor quality shop fronts and needs thorough refurbishment or redevelopment.	
		11. Market should be relocated to a space where it would not cause traffic congestion.	

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		12. Eastbank quarter suffers from degradation due to a mix of small retail, library, employment and some unattractive buildings with large car parks.	12. It is intended that this area be progressively refurbished with selective redevelopment.
0369	Mr Hills	<p>1. Need a new bypass east of town.</p> <p>2. Pedestrianisation of the High Street will not work as there still needs to be service access and it will become a no-go area after dark, plus it will add to current congestion on roads around the town.</p>	<p>1. The transport strategy includes a number of measures aimed at improving the flow of traffic around the town centre. This is complemented by planned improvements to the A228 through Colts Hill which is aimed at diverting some of the traffic on the A26 destined for Tunbridge Wells to the A228.</p> <p>2. There are no plans to pedestrianise the High Street. The aim is to reduce the traffic through the High Street to the greatest extent possible during off-peak periods. During peak periods it will function much as it does at present.</p>
0370	Ms Bevan	<p>1. The main problem which needs to be addressed is the poor public transport from the housing estates into the centre and from Tonbridge to anywhere else.</p> <p>2. Tonbridge should not become excessively built up, especially with big footprint store facilities, and it can never compete with neighbouring larger shopping centres.</p> <p>3. Need to encourage smaller, speciality shops.</p> <p>4. Need to move the market.</p> <p>5. Scope for improvement for tourism by encouraging appropriate businesses, e.g. pleasant cafes.</p> <p>6. Questions whether a hotel could be justified.</p>	<p>1. The transportation strategy in the Master Plan and the TCAAP seeks to improve conditions for buses. The Borough Council has no direct influence over bus services.</p> <p>2. The Master Plan and TCAAP aims to maintain and enhance the unique character and role of Tonbridge (in the regional hierarchy of town centres). There are no plans to extend the size of the town centre to compete with the larger neighbouring towns, but to enhance the services and facilities of a size and scale appropriate to this historic town centre. However, there is a need to provide larger retail units than exist in the High Street if new retailers are to be encouraged into the town.</p> <p>3. Encouragement for smaller, speciality shops is noted, but this is beyond the remit of the Master Plan and the TCAAP. However, the Council will seek to ensure a balance between smaller and larger units by making sure that there is a variety of sizes of units in the</p>

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7.	New housing should be a low priority, given the lack of space.	town centre. This is also an issue that can be addressed by town centre management.
8.	Tranquil riverside areas are very important.	
9.	Many unused opportunities for office based employment.	4. The proposals for the Botany Quarter include an area of open space that could be used for an outdoor market. This is subject to market operator demand and is an issue that can be addressed by town centre management in due course.
10.	Agree that employment activity on the industrial estate should be retained but considers that there is currently poor use of the land. Building upwards could free up land for landscaping and housing, and more use could be made of the waterways.	5. Agree that there is scope to improve tourist facilities and services as part of new developments.
11.	Questions what an education hub means.	6. Studies indicate there is a need for a hotel in Tonbridge and this is supported by market interest.
12.	Objects to demolition of the existing library. Replacement of education buildings adjacent to the library for museum or arts facilities would be a good thing though the education facilities should be replaced.	7. No housing in the town centre would mean eventual building on the Green Belt. There is considerable scope for housing in the town centre.
13.	A mix of streets to cater for different needs is unrealistic.	8. It is the Council's view that within the town centre there should be a variety of riverside environments: some tranquil and some lively.
14.	Agree that streets should be attractive and questions whether shops could be encouraged to improve their shopfronts.	9. There is a lot of vacant office accommodation in Tonbridge. This is mainly because the buildings are out of date and struggle to provide the services and facilities for modern businesses. There are indeed opportunities for office based employment and the Master Plan and TCAAP seeks to realise this through mixed use developments and redevelopment opportunities. However, the market for offices in Tonbridge is not strong.
15.	Need to prevent cycling on pavements.	
16.	Agree that pedestrianisation of the High Street would be advantageous but otherwise one way traffic would work. Alternatively, encourage traffic to use the bypass.	10. Support to retain employment activity on the industrial estate is noted. Agree that there is potential to make better use of the employment land and to improve its appearance particularly alongside waterways.
17.	Need to improve the safety of crossing at a number of points.	
18.	Agree to multi-storey car parks though these must be well designed.	
19.	Forbid any more developments directly on the waterfront.	11. An Education Hub is a 'cluster' of education facilities.
20.	Agree to ideas for doing something about the Sainsbury's area.	12. There are no specific proposals to demolish the existing library

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		21. Agree that southern gateway and station need to be improved.	<p>building. However, the Council is exploring opportunities with Kent County Council to provide a new state-of-the art library facility. This would include some community facilities and may include facilities for a museum, art gallery or other exhibition space. This may be located on the existing site , or preferably within the redevelopment of the Botany area.</p> <p>13. It is important that within the context of the existing and planned streets there is opportunity for a variety of activities and uses to help create an attractive and vibrant town centre.</p> <p>14. Support noted. In due course, town centre management could address the issue of shop fronts, along with the Council setting out guidelines for shopfront design.</p> <p>15. It is illegal to cycle on the footway unless designated as a cycleway. It is for the police to enforce. The Master Plan and TCAAP seek to improve the cycle network into and around the town centre. It is hoped that this will encourage cyclists to use the facilities provided.</p> <p>16. There are no plans to pedestrianise the High Street, but to use a number of traffic and environmental measures to make it more pedestrian friendly. The transport strategy in the Master Plan and TCAAP aims to divert as much traffic as possible away from the High Street during the main shopping periods. A one-way system would run counter to the objective of improving conditions for pedestrians in the High Street because it would lead to increased speeds.</p> <p>17. Improving road safety at road crossings will continue to be an objective for the Council in partnership with the Highways authority. The aim is to significantly improve crossing facilities in the High Street.</p> <p>18. Support for well designed decked car parks noted. This is what is planned for the Botany and Station areas.</p> <p>19. Development directly on the waterfront would not be acceptable because this would cut off the river to the general public. Continuous</p>
		22. Unclear what area is covered by the East Bank quarter.	
		23. Insufficient room between the High Street and the canal for housing without losing access to the banks.	
		24. Would like to see leisure facilities between River Lawn Road and the river, e.g. café / restaurant.	

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			access along the river is an important objective of the TCAAP.
			20. Support noted.
			21. Support noted.
			22. It is the area to the west of the High Street. The extent of the area is set out in the Proposals Map (figure 5 in the TCAAP) which outlines what land uses would be acceptable in the "East Bank" quarter. Following the public exhibition in October 2005, this area is now referred to as "Southbank" Quarter and policy TCA7 of the TCAAP sets out proposals for this area.
			23. Development at waterways will only be permitted if public access to the riverside is maintained - see policy TCA1: Quality of Development, in the TCAAP.
			24. There are policies and proposals in the TCAAP (and set out in the Master Plan), to encourage leisure facilities as part of mixed use development in riverside locations.
0374	Mr and Mrs Hicks	<ol style="list-style-type: none">1. High Street should be pedestrianised.2. Need to build a road from the High Street to Cannon Lane.3. Need good quality local shops.4. Need to improve south Tonbridge, especially near the station.	<ol style="list-style-type: none">1. It would not be practical to fully pedestrianise the High Street and there are no plans to do so. However, the transport strategy set out in the TCAAP and the Master Plan seeks to discourage traffic from using the High Street through the introduction of highways improvements across the town. These improvements seek to improve the flow of traffic and ensure that the town centre is accessible for all by a variety of transport modes. The aims to get the right balance between providing access and a pedestrian friendly environment.2. There are no plans to build a new road from the High Street to Cannon Lane. This would attract traffic into the High Street contrary to the objective of making it a more pedestrian friendly place.3. The Council cannot actually determine which shops locate in the

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			town. However, through the redevelopment of the Botany Quarter, there will be a good variety of unit sizes to accommodate a range of retail uses.
			4. The TCAAP includes proposals for the comprehensive redevelopment of the Station and the goods yard sites for a mix of uses including improvements to the station and bus/rail interchange facilities.
0377	Miss Faux	<ol style="list-style-type: none"> 1. Need to clean up the town, removing litter and graffiti. 2. Need to make the town more pedestrian friendly. 3. Need to ensure that cyclists do not use pavements. 4. The path between Botany and the Angel Centre needs to be improved. 5. Need to incorporate appropriate and manageable landscaping. 6. Need to install more appropriate shop fronts. 7. The Big Bridge should be restored to its former glory. 8. Need for a third route north-south (Hadlow Road link). 9. Need positive improvements to the road infrastructure to cope with the increase in congestion. Need to ensure that adequate road infrastructure is in place before development is allowed. 10. Need more car parking. 11. More housing will create more traffic / parking problems. 	<ol style="list-style-type: none"> 1. The Council will continue to maintain the town centre, removing litter and graffiti and cleaning it. 2. Support for measures to make the town centre more pedestrian friendly noted. 3. Cycling on the footway is illegal unless designated as a cycleway. It is for the police to enforce. In order to encourage cyclists not to cycle on the pavement, the Master Plan and the CTAAP seeks to secure improvements to the cycle network in town. 4. The redevelopment of the Botany Quarter will result in a whole raft of improvements that will include safer and more attractive pedestrian environments through the town centre and alongside the rivers. 5. Agree. 6. Proposals for new shop fronts will be assessed against the urban design principles set out in the TCAAP, especially policy TCA1: Quality of development. This policy seeks to secure more appropriate shop fronts in the town centre. 7. There are no proposals for any changes at the Big Bridge. The wider footway is considered to be an improvement. 8. There are no proposals for a relief road to Hadlow Road. There

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0381	Mrs McCloy	<ol style="list-style-type: none">1. Support the exercise generally.2. Support any changes that will enhance the shopping facilities and improve the choice of shops, including a large store such as Matalan.3. Consider pedestrianising the High Street, possibly in part or on Saturdays only, and give consideration to alternative routes.4. The market needs a better location and should be held on a weekday as well as a Saturday.5. Make more of the river and centre development around it, especially cafes.	<p>would be no funds for its construction and its benefits are questionable and would be outweighed by its impact of the Green Belt and the flood plain.</p> <p>9. The transportation strategy set out in the Master Plan and TCAAP seeks to improve the flow of traffic in and around the town centre and will support new development.</p> <p>10. Well designed decked car parking will provide safe, secure and attractive additional parking facilities without taking up so much land. It is likely that any increase in the net number of car parking spaces will only occur if new development justifies this increase. Changes to the management of car parking in the town centre may result in an increase in the number of short stay parking spaces. Improved parking facilities will enable the balance to be met between the needs of visitors and residents in the town centre.</p> <p>11. More housing in the centre will enable more people to walk to the shops and to the station and other town centre facilities. Residential development in the town centre will not attract traffic into the town at peak periods.</p> <ol style="list-style-type: none">1. Support noted.2. This is the aim of the town centre strategy.3. There are no plans to fully pedestrianise the High Street. However, the transport strategy in the Master Plan and the TCAAP seeks to discourage traffic from the High Street during peak shopping periods through the introduction of highway improvements across the town. These improvements seek to improve the flow of traffic and ensure that the town centre is accessible for all by a variety of transport modes and to get the balance right between providing access and a more pedestrian friendly environment.

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		6. Improve links to the sports ground.	4. The regeneration of the Botany Quarter includes provision for a public space that would be suitable for use by a market. However, securing a market on certain days and at certain times will depend on the demand from market operators.
		7. Improve public toilets.	
		8. Consider locating an ice rink and small bowling alley in the town. Ask youngsters what facilities they would like.	5. The Master Plan and the TCAAP seek to open up the waterways in the town and secure continuous public access along the riverside and for new development on the riverside to be a mix of uses, including cafes.
		9. Install a secure cycle park to encourage cycling.	
		10. Restrict housing development.	6. The Master Plan and TCAAP seeks to secure better access throughout the town centre, including links to the sports ground.
		11. Any more housing development needs adequate parking facilities.	7. This could be an issue for town centre management to address once it is established. New toilets may be provided as part of redevelopment proposals.
			8. Consultation with the youth shows that there is support for more leisure facilities in the town centre. The Master Plan and TCAAP seeks to secure additional leisure facilities in the town centre, in the Botany Quarter, as part of mixed use development. The actual nature of such facilities will depend upon market demand.
			9. Improved facilities for cyclists are proposed in the Master Plan and TCAAP. A revised Cycling Strategy is being prepared.
			10. Housing development is an essential part of town centre regeneration as part of mixed use schemes and generally because of the development value it brings to the town and to individual sites. The Council is obliged to ensure that enough land is allocated to meet the housing needs of Tonbridge. This need is better met through the redevelopment of previously developed sites rather than encroaching into the Green Belt around the town centre.
			11. Any housing development will have adequate parking facilities in line with government guidelines, but this is likely to be to a lower standard because of the town centre location and the availability of

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			alternative transport modes.
0382	Dr Popkin	<ol style="list-style-type: none"> 1. Welcomes the exercise. 2. Agrees that Tonbridge has no real evening life and considers that there should be later shopping hours (until at least 8pm) for the High Street. 3. Agrees that the High Street is traffic rather than pedestrian focussed and a new road between London Road and Hadlow Road should be considered. 4. Remove guard rails which are unsightly and hinder pedestrian movement. 5. Convert the High Street to a peak time pedestrian and bus route but need to cater for traffic elsewhere. 	<ol style="list-style-type: none"> 1. Support noted. 2. Shop opening hours is beyond the remit of this work. However, once the redevelopment is complete, with the additional retail facilities in the town centre, there may be a consensus in the town centre amongst retailers to have later opening hours. It is also something that could be addressed by Town Centre Management. 3. Support for London Road/Hadlow Road Link noted. The Council will continue to support the London Road/Hadlow Road Link and will lobby Kent County Council as the Highway Authority at every opportunity. 4. Need to improve the environment of the High Street and remove clutter is a key objective of the Master Plan and the TCAAP. 5. The aim is to discourage through traffic from using the High Street during peak shopping periods. The aim is to create of a more pedestrian friendly environment but not full pedestrianisation which is not practical.
0383	Mrs Weld-Smith	Disagree with pedestrianisation as this would create difficulties for disabled drivers.	There are no plans to pedestrianise the High Street but to create a more pedestrian friendly High Street environment. Disabled drivers will continue to have full access.
0384	Mrs Black	The Plan shows a lack of imagination and design. Unless Tonbridge has a properly integrated transport strategy that reduces traffic through the town and improves access by other means of transport, any design	The transport strategy set out in the Master Plan and the TCAAP seeks to discourage traffic from using the High Street during peak shopping periods through the introduction of highways improvements

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		<p>improvements will be lost. If traffic issues are addressed, there are good opportunities for regeneration.</p>	<p>across the town. This includes measures such as junction improvements and road re-alignment to improve the flow of traffic around the town centre. It also includes measures to make the town centre more accessible for all by a variety of transport modes (improved pedestrian and cycle network, Quality Bus Partnership etc.). The Council maintains its support for the London Road/Hadlow Road link road. In the meantime, the measures that are proposed seek to reduce traffic in the High Street and create a more pedestrian friendly environment. Opportunities for regeneration will be pursued in this context.</p>
0385	Mr Low	<ol style="list-style-type: none"> 1. Previous development is of varying quality and piecemeal. A cohesive approach is needed. 2. Retain the open spaces to the west. 3. Traffic congestion problems could be: building the London Road / Hadlow Road link; improving traffic flow past the station; and addressing the congestion caused by the Saturday market in the station car park. 4. Agree that better links between High Street and Sainsbury's are required. 5. Convert the car park in front of Sainsbury's into a market square with inward looking shops along the Vale Road edge. 6. Make more of the river to the north of Sainsbury's. 7. Extend Sainsbury's into the ground floor of the Angel Centre and extend the Angel Centre over Sainsbury's. 8. Replace parking with a 2-3 floor car park to the rear of Sainsbury's. 9. Reduce traffic flow through High Street, possibly by making part of 	<ol style="list-style-type: none"> 1. Support for cohesive approach noted. 2. Open spaces to the west are to be retained. 3. The Borough Council maintains its support for the London Road/Hadlow Road link road, and continues to lobby Kent County Council to fund the road scheme. In the meantime, the measures that are proposed in the transport strategy of the Master Plan and TCAAP seek to reduce traffic in the High Street during peak shopping times and create a more pedestrian friendly environment. There are also proposals for improvements to be made at the station and for an improved bus/rail interchange which are likely to displace the Saturday Market from this location. An alternative site for the market will be sought which causes less congestion. 4. Support for improved links with Sainsbury's noted. 5. Proposals for the regeneration of the Botany Quarter include a public open space surrounded by shops and cafes that could be used for a market. 6. The TCAAP seeks to make more of the river frontage generally in the town centre and particularly in the Botany Quarter where comprehensive redevelopment is envisaged.

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		<p>it one way, and connecting River Lawn Road with Bradford Street and enhancing use of Medway Wharf Road.</p> <p>10. Build the London Road/ Hadlow Road Link.</p> <p>11. Create a new access road by joining Avenue le Puy/Vale Road to Medway Wharf Road through Ashby's Yard.</p> <p>12. Widen the bridge by the station.</p> <p>13. Landscape the town lock and utilise the surrounding land better.</p>	<p>7. It is likely that the whole Angel Centre. Sainsbury's complex will be redeveloped.</p> <p>8. Well designed decked car parking will be an integral part of mixed use development in the town centre as this uses up less land than surface car parking and provides safe, attractive and secure parking facilities. The TCAAP proposes decked parking along the Vale Road frontage.</p> <p>9. The aim is to reduce traffic flows in the High Street during main shopping times. A one-way system would run counter to the objective of improving conditions in the High Street for pedestrians because it would be likely to increase traffic speeds. Proposals for linking River Lawn Road with Bradford Street were abandoned several years ago as being too expensive and of little traffic benefit.</p> <p>10. The Borough Council strongly supports the construction of the London Road/ Hadlow Road Link.</p> <p>11. Notwithstanding the cost of the construction of a new road, any new access-link road will introduce additional unnecessary traffic to, and potentially split, the development potential of the Botany Quarter.</p> <p>12. There are no plans to widen the bridge by the station as this is likely to be prohibitively expensive. However, there are opportunities to make much better use of the roadspace that is available in the context of the redevelopment of the station.</p> <p>13. There are already plans to landscape the town lock area and to better utilise the surrounding land for public benefit.</p>
0386	Mr Bathurst	<p>1. Traffic should not be taken away from the High Street.</p> <p>2. The Angel Centre car park should not be removed.</p>	<p>1. Full pedestrianisation of the High Street is not proposed but there is scope take away traffic from the High Street that does not need to be there during peak shopping times. This would improve the air and</p>

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REF	RESPONDENT	REPRESENTATION	RESPONSE
		<ul style="list-style-type: none"> 3. The railway car park should not be built on. 4. Do not build on land prone to flooding. 	<p>environmental quality of the High street, and enhance the overall experience for pedestrians in the town centre.</p> <ul style="list-style-type: none"> 2. Well designed decked car parking provides safe, secure and attractive car parking without taking up so much land. The TCAAP proposes decked parking on the Vale Road frontage. 3. The railway car park may be built on in order to deliver improvements to the station and to improve the bus/rail interchange. However, the number of car parking spaces would not decrease as decked car parking would be included as part of the scheme. 4. Measures to mitigate against flooding will be introduced where there are risks.
0394	Mrs Barnett	<ul style="list-style-type: none"> 1. Pleased that the town lock area is being developed as the river is the key to the town. 2. Would like to see more development of the riverside right down to the Cannon Lane Bridge. 3. The site near Halfords would be appropriate for an ice rink, large family-friendly restaurant and a new site for Tonbridge rowing club. 4. Need better facilities for teenagers, e.g. an assault course in the park. 5. Develop free tennis courts at Scotchers Field, Woodland Walk, Longmead, Swanmead. 6. Make the town centre more cyclist and pedestrian friendly. 7. Create open air cafes. 8. Make the area more interesting by using cobble effects, planters, 	<ul style="list-style-type: none"> 1. Support noted. This an important part of the Council's strategy for the town. 2. The Master Plan and TCAAP aims to open up access to the river and encourage development along this stretch of land that is in need of regeneration. 3. The site already has planning permission for retail warehouses but the Master Plan and TCAAP identifies it as suitable for mixed use including pub/restaurant, housing and leisure uses. 4. The Council is looking at ways to provide better facilities for teenagers. This work is assessing the quality and quantity of facilities and what the demand is. Overall, it is intended that the regeneration of the town centre will result in more leisure facilities for people of all ages, including activities such as bowling alleys and cinemas. 5. These areas are outside of the town centre and beyond the remit of the town centre work.

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		mosaics etc.	<p>6. The Council is seeking to make the town centre more cyclist and pedestrian friendly through a range of initiatives including the creation of a more comprehensive cycle network and facilities for cyclists and also through public realm improvements including making wider pavements etc..</p> <p>7. The improvements to the public realm will encourage this.</p> <p>8. Street furniture, materials and the design of new development will aim to create attractive and interesting places.</p>
0395	Mr Leggett	<p>1. Agree that the town appears traffic dominated, particularly around the southern gateway.</p> <p>2. Welcomes better facilities for cyclists.</p> <p>3. Traffic and access Objective 1 fails to address the very poor conditions around Tonbridge station. Option B is preferable to Option A which is a wasted opportunity and would aggravate the situation.</p> <p>4. Traffic and access Objective 2 is supported but would do nothing to address the problems around Tonbridge station and would make any improvements to interchange facilities less adequate.</p> <p>5. Traffic and access Objective 3 Option A is the most appropriate. Decked car parking should be on the Network Rail site as it is already visually degraded. Alternatively, land to the east of Sainsbury's could be used as it does not have important pedestrian linked, unlike the Angel car park. Angel car park could then be used for covered shopping, linked to existing shopping areas to the east and west.</p> <p>6. Tonbridge has a poor shopping environment because of the open surface car parks, the lack of undercover shopping and pedestrian/vehicle conflicts. There need to be significant improvements in the overall shopping experience.</p>	<p>1. Noted.</p> <p>2. Support noted.</p> <p>3. Conditions at Tonbridge Station are addressed under Objective 2. Option B is full pedestrianisation which is not practicable due to the problems of diverting traffic away from the High Street during peak periods.</p> <p>4. Objective 2 proposes a new station building and a new public space for bus interchange with taxi drop-off facilities. This has been carried forward into the TCAAP as a proposal for the comprehensive redevelopment of the station and the goods yard sites.</p> <p>5. Support for the Council's preferred Option is noted. The TCAAP proposes decked car parking both on the Network Rail site and along Vale Road.</p> <p>6. The aim of the town centre strategy is make Tonbridge a far more attractive place to shop.</p> <p>7. Making the best use of the river is a key objective for the Council. The Environment Agency is responsible for maintenance of the water courses.</p>

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		<p>7. Agree that the River Medway and its tributaries are the key to the attractiveness of the town. Clearing self sown vegetation could lead to the river being used to deposit rubbish.</p> <p>8. Creation of more public spaces is a good idea, especially if coupled with measures to prevent anti-social behaviour.</p>	<p>8. Noted.</p>
0397	Mr Hort	<p>1. Suggests the resurrection of the scheme to pedestrianise the High Street in conjunction with a scheme to carry traffic on the A26 from Maidstone via Hadlow in a straight line on a viaduct over the railway to Quarry Hill.</p> <p>2. Should focus on the increased use of public transport to discourage car use. This would negate the need for a multi storey car park as sufficient parking facilities already exist.</p> <p>3. Tertiary educational facilities are being mooted but it is considered that West Kent College already fulfils that role.</p>	<p>1. Full pedestrianisation of the High Street is not an option. However, there are measures that can be introduced to give more priority to pedestrians and encourage through traffic to use routes that do not take them through the High Street, particularly during main shopping times. There is no prospect of an additional crossing of the Medway and the railway. This would be prohibitively expensive and never receive Government funding. This is one of the reasons it was abandoned previously. It would also be damaging to the countryside and the floodplain.</p> <p>2. The transport strategy in the TCAAP and the Master Plan include a number of initiative to encourage alternative modes of transport to the private car. A Quality Bus Partnership is also proposed to improve bus services, passenger information and facilities (e.g. bus shelters). Decked car parking, if well designed, provides attractive, safe and secure parking facilities without taking up so much land. Additional parking will be provided if justified by the scale of new development.</p> <p>3. Any proposals for tertiary education facilities in the town centre would be likely to improve and complement the facilities of West Kent College in order to support its role and position in Tonbridge.</p>
0398	Mr Buckingham	<p>Considers that the implementation of a comprehensive package of</p>	<p>The area adjacent to St Stephen's Church is included as this is an</p>

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		highway and public realm improvements around Tonbridge Station should also include the area adjacent to St Stephen's Church.	important gateway to the town centre.