

Tonbridge and Malling Borough Council

LOCAL DEVELOPMENT FRAMEWORK

**Tonbridge Central Area
Action Plan**

As adopted by the Council

April 2008

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1. Introduction

1.1 Function of the Area Action Plan

1.1.1 The regeneration of the central area of Tonbridge is a priority for Tonbridge & Malling Borough Council. The Council's overall approach to the future of the area is set out in the **Tonbridge Town Centre Master Plan** approved by the Council in February 2006. In essence, this seeks to balance the opportunities for investment in the town centre with the need for improvements to the range of services and amenities available, along with enhancements to the environmental quality of the area. These changes must also be sensitive to the context of Tonbridge's attractive natural setting and historic market town identity. The formative Master Plan was subject to market testing and a review of the feasibility of the proposals. A transport strategy forms an integral component of the Master Plan in support of the proposed changes.

1.1.2 Through the master planning exercise the challenges inherent in the regeneration of Tonbridge Central Area were considered under the following headlines:

- i) Access, Movement & Connectivity – how visitors arrive and move around the area, by which modes, and with how much ease;
- ii) Town Centre Profile – the potential to enhance the range of uses in the centre;
- iii) Size of the town centre and the extent of town centre activity – defining the central area, and planning for town centre uses in the core of the town centre;
- iv) Townscape and the role of water – the visual qualities of the town, the potential of the extensive waterfront within the Central Area and the potential to enhance these assets;
- v) Design Quality – the potential for a new local design agenda to raise the standard of new development; and
- vi) Town Centre Quarters - recognition of the different character areas which exist within the town centre, and the potential to ensure new development responds appropriately to its setting.

1.1.3 The key issues arising under these headings are documented in detail in the Tonbridge Central Area Action Plan: Preferred Option Report, September 2005.

1.1.4 This Area Action Plan (AAP) has been directly informed by the Master Plan (see Fig 1) and the County Council's adopted Transport Strategy (see Fig 3). The AAP aims to guide and regulate the type, quality and quantum of development to the period to 2021 to ensure that the

combined effect of new development assists in delivering the objectives established in the Master Plan.

1.2 Definition of Areas

1.2.1 Various areas are referred to in the Area Action Plan:

- **Central Area** This is the area covered by the extent of the Tonbridge Central Area Action Plan.
- The **Town Centre** PPS6 requires the definition of the town centre. It is not synonymous with the Central Area. The Town Centre is defined on the Proposals Map for the purposes of interpreting those policies that specifically refer to the Town Centre. It comprises the main retail areas together with adjacent sites which are suitable to accommodate town centre uses.
- **Primary and Secondary Shopping Areas** are defined in accordance with PPS6 and identified on the Proposals Map pursuant to Policies TCA3, 4 , 5 and 6.
- The **Conservation Area** is an area of architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. It is not designated through the development plan process. The extent of the Tonbridge Conservation Area within the limits of the Central Area Action Plan is shown on the Proposals Map for information. Certain AAP policies apply to it.

1.3 Saved Local Plan Policies

1.3.1 On the 28 September 2007 a Direction issued by the Secretary of State came into effect indicating which of the policies in the adopted Tonbridge and Malling Borough Local Plan could be saved. Regulation 13(5) of the Town and County Planning (Local Development) Regulations 2004 indicates that where a Development Plan Document contains a policy that is intended to supersede another policy it must state that fact and identify the superseded policy.

1.3.2 The following saved Local Plan policies are superseded by policies in this Area Action Plan.

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

2. Planning Policy Context

2.1 Overview

- 2.1.1 The *Planning and Compulsory Purchase Act 2004* requires a new framework for plan production. Under the old system the development plan for the area consisted of the **Kent and Medway Structure Plan** (2006) and the **Tonbridge and Malling Borough Local Plan** (1998). Both plans have been through the formal adoption process and carry significant weight in planning terms as the development plan for area, including Tonbridge Central Area. It is against these policies that planning applications have been assessed.
- 2.1.2 Under the new system the Local Plan and Structure Plan will effectively be replaced by a series of documents collectively referred to as the **Local Development Framework** (LDF). The critical LDF documents for the central area of Tonbridge will be the **Core Strategy** and the **Tonbridge Central Area Action Plan** (AAP), which when adopted will replace the Local Plan insofar as it applies to central Tonbridge. The programme for preparation of this document is set out in the **Local Development Scheme** (LDS) approved by the Secretary of State.
- 2.1.3 The Area Action Plan has been informed by the **Tonbridge Town Centre Master Plan** [approved by the Council on 5th April 2006]. Although this is not part of the statutory Development Plan the Master Plan was prepared following consultation on the **Preferred Options** for the Area Action Plan. The Area Action Plan therefore draws heavily on the development opportunities identified in the Master Plan.
- 2.1.4 The Area Action Plan must take forward spatial policies from the Core Strategy and the **Community Plan** for Tonbridge and Malling.

2.2 The Current Policy Context

Regional and sub-Regional Context

- 2.2.1 The AAP has been prepared in general conformity with the Regional Spatial Strategy, which in this instance is the emerging **South East Plan** (submitted draft March 2006). Regard has also been had to the policies in the **Kent and Medway Structure Plan** (adopted July 2006).
- 2.2.2 The draft South East Plan identifies Tonbridge together with Tunbridge Wells as a Regional Hub. This joint hub status reflects the proximity of the two centres and their complementary roles: Tonbridge as a major transport interchange and Tunbridge Wells as an economic and service centre. The identification of Tonbridge as part of a Transport Hub provides considerable weight for attracting investment. It identifies Tonbridge as an accessible settlement of regional

significance that should be the focus of higher density and mixed-use development in the urban area with emphasis on sustainable travel.

- 2.2.3 Tonbridge-Tunbridge Wells is also recognised as a joint Primary Regional Centre; part of a network of 23 strategic town centres across the South East Region. The network was chosen to be the focus for major retail developments, uses which attract large numbers of people, employment for large scale leisure and B1 office developments and a range of housing. These development areas will be expected to maximise residential as well as non-residential densities within mixed-use development. Overall, the submission draft South East Plan requires Tonbridge & Malling Borough Council to accommodate some 8,500 additional homes 2006-2026. The central area of Tonbridge will be able to accommodate a substantial amount of new residential development as part of the regeneration strategy which will contribute towards meeting this requirement.
- 2.2.4 The South East Plan states that the study '**Regional Priorities for Retail Development – a Regional Study into Town Centre Futures** (Nov. 2004) showed very substantial growth in residual retail expenditure and development in the period to 2026. The long-term forecasts indicate a doubling of the existing floorspace stock in the leading 50 town centres (primary and secondary regional centres) by 2026. In accordance with PPS6 and the sequential test such development should be directed to the town centres; this is reflected in Core Policy CP23 of the Council's Core Strategy. The South East Plan emphasises the need to carry out further work on the development of the Tonbridge-Tunbridge Wells centre reflecting its characteristics and position in the wider catchment areas. Initial research prior to the AAP exercise suggested the opportunity exists to provide up to a further 12,066 sq.m. of comparison retail floorspace, and an additional 1,350 sq.m. of convenience floorspace within the central area up to 2016 assuming a 10% increase in retention levels. This could increase up to 16,024 sq. m. of comparison floorspace if there were to be significantly increased retention levels in excess of 20%. **Annex A** demonstrates that there is scope to accommodate a potential net increase of 13,500 sq.m. of new retail floorspace within the central area.

The Tonbridge and Malling Borough Local Plan

- 2.2.5 The adopted Local Plan for Tonbridge Town Centre was the Tonbridge and Malling Borough Plan (1998). This reinforced a comprehensive approach to town centre regeneration. The policies in the adopted TMBLP for the town centre were fundamentally sound. However, a review was required to re-examine the issues and to move the policies forward as part of the new plan system in the light of community consultation and involvement, up-to-date research and information, changes in circumstance and regional and national policy guidance.

- 2.2.6 The shifts in policy have been mainly in respect of housing, retail and transport as identified in the regional strategy. A significant shift in the policy context has occurred in respect of the potential for housing since the adopted Local Plan was prepared. In particular draft PPS3 and its encouragement of high density development in sustainable locations.

2.3 The New Local Development Framework

- 2.3.1 The **Local Development Scheme** (LDS) states that an Area Action Plan for Central Tonbridge will be prepared “To provide the policy framework for the Tonbridge central area, dealing with the site specific development potential in the town centre and with other issues aimed at maintaining and enhancing the vitality and viability of the town centre and surrounding areas”.
- 2.3.2 The Council must ensure that the AAP brings forward matters referred to in the regional strategy and the Council’s own **Core Strategy**, which is the key planning spatial document and part of the LDF. This sets out the Council’s Vision, Aims and Objectives which will determine the future pattern of development across the Borough up to 2021. The Core Strategy carries forward the Council’s vision for the Town Centre identified in the adopted Tonbridge and Malling Borough Local Plan.

- 2.3.3 With regard to Tonbridge Town Centre the Core Strategy states:

The Council’s vision for the town centre is a place with:

- *a healthy, varied and vibrant shopping environment;*
- *a range of cultural pursuits and leisure and tourism facilities;*
- *adequate, accessible and safe parking for shoppers and visitors;*
- *convenient public transport links and facilities;*
- *an attractive physical environment;*
- *public spaces making the most of the waterfront;*
- *safe areas and corridors for pedestrians and cyclists;*
- *opportunities for a wide range of employment and jobs;*
- *a variety of housing, close to amenities and public transport;*
- *a range of shops and other High Street services;*
- *continuing appropriate activity and interest throughout the day;*
- *good access for the disabled and others with restricted mobility;*
- *good opportunities for training and education.*

- 2.3.4 The Core Strategy has some 26 core policies encompassing social, economic and environmental needs. It aims to establish a spatial context to guide new development and co-ordinate infrastructure, in a sustainable way and providing a high quality environment. Core Policy CP23 of the Core Strategy requires *The Area Action Plan for Tonbridge Central Area* to provide a framework “to facilitate appropriate, high quality development to meet these objectives (as

detailed in the Vision shown above) and accommodate identified needs for retail and other development.” The Core Strategy is illustrated on a **Key Diagram**, and the detailed extent of Core Policy areas shown on the **Proposals Map**.

2.3.5 The Core Strategy has been influenced by the Tonbridge and Malling Community Strategy '**Serving You Better – An Action Plan for Tonbridge & Malling**'. The Community Strategy places considerable emphasis on the LDF as a means by which key concerns of the local community about environmental and other issues can be addressed to ensure greater public confidence about an appropriate balance between future development in the Borough and the protection of the environment.

2.4 Consultation on the Preferred Options

2.4.1 The AAP is derived from a series of development options. The options were generated through:

- An understanding about the opportunities in the Central Area which were established through the Master Planning exercise;
- Input from discussion with local stakeholders; and
- Input from discussions with land owners and prospective developers.

2.4.2 In October 2005 the Council consulted on its **Preferred Options**. Over 2,000 people attended a public exhibition, and 400 completed questionnaires were returned. Overall there was a majority support for the preferred options, albeit that the proposal to increase the number of dwellings within the Central Area was supported by only one third of respondents. Details of the consultation response are set out in the **Response to Consultations under Reg 25 and Reg 26** document.

3. Tonbridge Central Area Strategy

3.1.1 The Tonbridge Central Area Strategy includes the following elements which are described in detail in the following chapters.

A Spatial Strategy

In addition to establishing a vision for the future form of the central area, the spatial strategy incorporates:

- Proposals for the enhancement of the structure, legibility and environmental quality of the public realm;
- A transport strategy identifying measures to improve transport access and movement; and
- Urban design principles governing the approach to all development within the central area;

A Development Strategy

This is aimed at addressing the future development needs and potential of the Central Area, including:

- Proposals to achieve a diverse range of activities to enhance choice and vitality for all sections of the community; and
- Mixed-use development to work towards a more sustainable pattern of land use and activities in the centre.

A Delivery Strategy

This seeks to establish the mechanisms for implementing the regeneration of the Central Area, including:

- Requirements for developer contributions to a Central Area Fund, which will assist in the delivery of many of the public elements of the proposals;
- Responsibilities for delivering key aspects of regeneration and for ensuring development comes forward in a co-ordinated manner; and
- Opportunities for a Town Centre Management Initiative, which can provide a framework for the future guardianship and promotion of the Central Area.

4. Spatial Strategy

4.1 Future form of the Central Area

- 4.1.1 The Master Plan for Central Tonbridge (Fig 1) places the area's existing assets, including its extensive waterfront and market town identity, at the heart of the regeneration objectives. Opportunities to reinforce the structure and enhance the environmental quality of the town centre are balanced with proposals for new development which can complement the current range of services and facilities available, in order to raise the appeal and attractiveness of the area. Improved design standards are advocated within the Master Plan for new buildings and the public realm. Practical concerns, in particular the management of traffic in order to improve accessibility and create a better pedestrian experience, are woven through the key features of the Master Plan, which are set out below.
- 4.1.2 Pedestrians are the most important users of the Town Centre; all visitors become pedestrians at some stage of their stay, including those arriving by car. At the heart of the Master Plan are improvements to the areas where pedestrian comfort and priority is considered vital to the improvement of the Central Area.
- 4.1.3 Changes to the High Street (1) will be created through widened and enhanced footways whilst vehicular access for servicing and people wishing to get into the Town Centre will be maintained. Better pedestrian crossing points which more closely follow the locations where people actually want to cross the road are proposed, as are enhanced connections for pedestrians into the High Street from the east and the west.
- 4.1.4 Development proposals are clearly structured around new streets (2) that are attractively designed and well connected, improving the ease of walking around the Town Centre. High quality frontage development will frame streets and footpaths and ensure safety through improved surveillance and overlooking.
- 4.1.5 The Master Plan identifies improvements to key gateways (3) into the Town Centre. These include Tonbridge Railway Station and the Vale Road/High Street junction, the area around St Stephen's Church at the Pembury Road/Quarry Hill Road junction, and at Strawberry Vale. The improvements focus on enhancing accessibility and the public realm, including new public spaces and development opportunities to make Tonbridge Central Area more attractive and welcoming.
- 4.1.6 A substantial amount of car parking is a key facility (4). Locations have been identified where high quality decked car parks can be integrated into new development focused around the 'Botany Quarter', and opportunities for short stay on-street parking are identified at

Bradford Street and New Wharf Road as well as the potential for bays along the High Street for limited short-stay parking and disabled drivers. Commuter car parking opportunities are identified around the railway station, with quality frontage development addressing adjoining streets.

- 4.1.7 The Botany Stream (5) becomes a major focal point within the Town Centre with development fronting the waterfront and new areas of open space created. Enhanced connections between bridging points make moving around the Town Centre easier and more appealing. There are opportunities to incorporate exciting bridge designs as landmark features.
- 4.1.8 The Botany Quarter (6) becomes a focus for mixed-use activity including major new retail, leisure and community uses. Development is focused around clear links to and from the High Street as well as new open spaces and public realm enhancements around the Botany Stream. Opportunities for restructuring adjoining sites exist, particularly around Sovereign Way and the Botany Stream, to incorporate a mix of new residential development, shops, cafes and restaurants. This area provides the greatest opportunity for change, and is a priority for action in order to effect early impact.
- 4.1.9 To the west of the High Street the Southbank Quarter (7) is to be revitalised with enhancements to the public realm, improved pedestrian accessibility to the High Street and Medway Riverside, and short-stay parking. Opportunities for accommodating a mix of new uses, including specialist retail, cafes, and residential development are identified to increase activity within the quarter.
- 4.1.10 The River Medway (8) is an important asset and the Master Plan illustrates new riverside development opportunities for a mix of residential, leisure and hotel uses. Public realm enhancements and improved links to the High Street and Botany Quarter are identified, incorporating proposals for the area around Town Lock and Medway Wharf Road.
- 4.1.11 Retaining a mix of employment uses (9) close to the Town Centre is an important consideration. The Master Plan shows the retention and enhancement of much of the Tonbridge Industrial Estate together with new employment generating uses aimed at meeting modern day standards and requirements, including further education and small offices adjoining Avenue de Puy and Sovereign Way.
- 4.1.12 North of the Big Bridge and River Medway (10) the Master Plan proposes a range of more subtle interventions aimed at preserving and enhancing the historic character of the conservation area and retaining the important leisure and recreation areas around Tonbridge Castle and to the west of the River Medway.

4.2 Public Realm Enhancements

- 4.2.1 A public realm of the highest quality, comprising streets, footpaths and open spaces, will create long-term value and underpin investment in Tonbridge Town Centre. Well designed streets and spaces are busy and attractive places, used as a backdrop for informal activities, as meeting places for friends and families, as a stage for special events and festivals, as places for trade and debate, and as places to relax and observe the world around. Tonbridge Town Centre must have a distinctive, people-centred environment.
- 4.2.2 The public realm must link the Central Area together, both visually and physically, making it easy for pedestrians to move around and visually distinguishing the wider Town Centre area as well as more specific areas and quarters through a variety of means. The avoidance or removal of unnecessary street clutter and the co-ordination of necessary signage and street furniture is an important aim. New street furniture components such as lamp stands, bus shelters, litter bins and seating will add to the overall identity, quality and character of the area.

4.3 Proposed Places and Spaces

- 4.3.1 Within the Town Centre, there are a number of spaces and places that must be carefully defined as key public realm elements (see Fig 2 for location references). The nature of those places and the character that results are described on the following pages. This provides parameters for determining the design of each. The provision of these spaces should be programmed for implementation in parallel with new development, which will be the primary source of funding (see Policy TCA10).

The High Street (6)

- 4.3.2 It will be important to retain traffic access within the High Street but discourage through-traffic and other traffic that does not need to be there. This will be achieved through narrowing the width of the carriageway from up to 11 metres in places to approximately 7.5 metres, sufficient to allow two buses to pass. As a result, pedestrian footways can be widened and resurfaced to unify the High Street and provide a quality setting for existing businesses and new development. Wide crossing points will be introduced at key locations to facilitate east-west pedestrian movement and ensure that the Southbank Quarter is linked, across the High Street, to the Botany Quarter. Provision of well located bus stops and service bays will be important, and there may also be opportunities for limited short-stay parking on the High Street (20 minutes) within designated bays, giving priority spaces for disabled drivers.

- 4.3.3 North of the Big Bridge, small scale repairs are needed to the high quality paving scheme that already exists: this should provide a benchmark for all works within the Town Centre. However, it will be important to retain a distinction between the historic character of this part of Tonbridge and other parts of the Town Centre in recognition of the different qualities of the quarters to the north and south of the Big Bridge. This can be achieved through using high quality materials but in a more contemporary way.

Angel Square (7)

- 4.3.4 At the heart of the new mixed-use Botany Quarter, this is a key location within the Town Centre. Angel Square will provide a focal space framed by exciting and contemporary new buildings accommodating a mix of uses and activities with residential accommodation above.
- 4.3.5 High quality materials must be complemented by good quality street furniture. The Botany Stream will have a formal edge treatment, and opportunities may exist to widen the channel to create larger areas of standing water having regard to the findings of the Strategic Flood Risk Assessment. Consideration should be given to a new local landmark to give identity to this rejuvenated part of the Town Centre – a new public building could fulfil this role and attract people into the area.

Botany Square (8)

- 4.3.6 This proposed new space is closely related to Angel Square and at the confluence of a number of streets, providing an opportunity to restructure the area around two key bridging points over the Botany Stream. The square will have a pedestrian focus and will form a key place along the important pedestrian route from Strawberry Place to the High Street.
- 4.3.7 High quality surfacing materials will unify the space, linking it visually to the edge of the Waitrose car park as well as the rest of the Botany Quarter. Key development frontages will also open onto Botany Square, with a mix of major leisure and other uses enlivening the space during the day and into the evening.

Medway Wharf Gate (9)

- 4.3.8 This new space would enhance the existing bridging point across the Botany Stream located at the intersection of new waterside walkways from Botany Square along the Botany Stream. There are also clear links through to Medway Lock, along Medway Wharf Road, which itself could change significantly in character as the Central Area is renewed.
- 4.3.9 A mix of quality residential development fronting onto the Botany Stream must give emphasis to the bridging point through built form.

The public realm should have a softer quality to that within the heart of the Town Centre, with surface materials and soft landscape planting complementing the riparian qualities of the stream.

Station Gate (2)

4.3.10 The area around the station, Vale Road, and the southern end of the High Street is a key gateway into the Town Centre. At present the tired buildings and mean pedestrian environment add nothing to the quality and character of the Town Centre, and create an extremely negative first impression of Tonbridge. The area demands a radical re-think.

4.3.11 In order to improve the situation particular emphasis must be given to:

- the redesign of the Vale Road/High Street junction to encourage through vehicle movements along Vale Road whilst continuing to allow local access into the High Street particularly for public transport and servicing;
- provision for significantly enhanced public transport interchange at the station, allowing buses to pull-in easily from the road;
- the improvement of provision for pedestrians and cyclists; and
- improvement to the station building and its approach and forecourt area.

4.3.12 Collectively these elements should create a unified gateway to the High Street. New buildings should have entrances and frontages opening onto this place.

St Stephen's Place (1)

4.3.13 On the main approach from the A21 into Tonbridge, the Pembury Road roundabout dismally announces the edge of the Town Centre. Pedestrian crossing points do not follow the natural or logical pedestrian desire lines, and the environment is tired and dated, with ugly raised planters that are regularly damaged by passing heavy vehicles.

4.3.14 Proposed improvements to St Stephen's place are aimed at improving the setting of the church and surrounding businesses, creating a better pedestrian environment, and a more attractive gateway into the High Street. They include:

- a realignment of the junction;
- unified materials and tree planting to help define and contain the space; and
- improved facilities for pedestrians and cyclists.

These improvements are capable of being achieved whilst not adversely affecting traffic flows.

- 4.3.15 On the southern approach to the High Street, from St Stephen's Place to the railway station, there are also opportunities to reduce carriageway width, improve bus waiting facilities and enhance the pedestrian environment through wider pavements and wider crossing points.

Riverside Gardens (3)

- 4.3.16 Riverside Gardens, adjoins the River Medway and has close links to the High Street. It features a number of attractive, mature trees. However the space is underused and can feel threatening, particularly during the evening and at night. It is therefore important to improve this important riverside location, providing opportunities for mixed-use infill to enhance the built form, making a clear distinction between public fronts of buildings and private backs and extend the times when the area is used.
- 4.3.17 A new lighting strategy will be explored for this area. It will be sensitive to the intimate nature of the Southbank and will adopt modern environmental lighting standards. Unifying surface treatments, utilising high quality, simply detailed materials will link the space to other places within the Southbank Quarter. Enhancing the quality of pedestrian links to the High Street, together with improved way-marking, will help to join the Town Centre together.

Garden of Remembrance (4)

- 4.3.18 The memorial gardens are peaceful and attractive, and will be retained as an important open space within the Town Centre. The garden's natural surveillance will be improved by developing adjoining surface car parking to include a ground floor mix of uses. Enhanced pedestrian connections will be provided.

New Wharf Place (5)

- 4.3.19 This is a key location within the Southbank Quarter. There is a significant opportunity to create an intimate, extremely high quality space that serves a number of functions including a shoppers' parking square unified by a high quality shared surface treatment. Tree planting will help soften the environment, and riverside walks along the Medway should be linked into the space and improved leading onto access into the High Street.
- 4.3.20 New residential development over a ground floor of mixed-uses should be introduced into the area. Small speciality retail opportunities, or cafes, would take advantage of the enhanced public realm of New

Wharf Place and the riverside setting. Increased activity in this area will improve natural surveillance.

Town Lock (10)

4.3.21 Town Lock is already the focus for much high quality, riverside development and is the subject of proposals for significant environmental enhancement. There is drama here associated with activity around the lock structure, and encouragement will be given to promoting the location as a mooring point. Opportunities for enhancing the pedestrian environment along the river and towards the Town Centre will be promoted, as well as maximising access along the Weald Way to the countryside beyond.

4.3.22 A new pedestrian link will help to join together development opportunities on the north bank. Further residential development should maintain the high quality that has already been established, with consideration given to a mix of uses taking advantage of the riverside setting and building on the success of the River Centre conference venue. This could include a hotel and associated pub and family restaurant.

Strawberry Place (11)

4.3.23 Strawberry Place is a bridging point and gateway into the Central Area for many residents, particularly from the south of the railway line. New development here would help to enhance the amenity of this approach to the Town Centre. Pedestrian links beyond Strawberry Place to Botany Square and the High Street will be important. A high quality surface treatment at Strawberry Place must signal arrival at the Town Centre. A mix of residential development, including family housing will be sought. In addition, large footprint uses, such as college, business or leisure development, will help to enhance the range of uses within the town centre. It will be important to ensure that pedestrian routes are well overlooked and safe.

Medway Wharf Road / High Street Junction (12)

4.3.24 An important point in the High Street which will be enhanced as an integral part of the High Street improvements.

Castle Place (13)

4.3.25 Within the Conservation Area, the junction of Castle Street and Bank Street will experience a reduction in traffic as a result of the completion of the Lansdowne Road Link Road. The redevelopment of the cattle market site will generate new activity and interest in this area. There is an opportunity to create a new public space to the front of the old fire station in order to consolidate the changing setting and create a new public space with an intimate sense of place. The design of the space

should use materials which complement those used within the adjoining High Street to ensure visual continuity.

4.4 Improving Access & Movement

4.4.1 It must be acknowledged that the Tonbridge Central Area Action Plan cannot resolve traffic issues throughout the wider town and beyond – these are matters for sub-regional and even regional consideration, and result from continued growth in the use of the private car by the majority of citizens, and indeed because the town continues to be popular. There is a need to manage traffic to ensure the popularity of the Town Centre can grow, by using the existing capacity as effectively as possible.

4.4.2 The key objectives in managing traffic include:

- reduced traffic levels in the High Street;
- reduced congestion levels;
- better information on where motorists are able to park;
- improved journey time reliability for buses at key junctions and through the High Street;
- better pedestrian/cycle environment; and
- improved air quality in the High Street.

4.5 Elements of the Transport Strategy

4.5.1 The following measures are proposed as a way of reducing traffic levels within the High Street particularly during off-peak periods. During peak periods optimum use will still need to be made of the capacity of the entire main road network by careful management of traffic. It is a package that can be implemented as a series of individual measures (see Fig 3 for references to locations).

High Street/Vale Road (1)

4.5.2 The approaching motorist at this junction is presented with a view straight up the High Street, and behaviour suggests that this is generally perceived as the most appropriate route north. The existing complex roundabout is to be replaced by a signalised junction to allow buses to access/egress the High Street in a more controlled manner. The major arm will become Station Approach to Vale Road, with the minor arm being the High Street.

High Street/Bordyke (2)

4.5.3 This junction forms the main access into the High Street from the northern approach. The current layout of the junction is such that an

approaching vehicle is presented with a view straight down the High Street which immediately informs them that this should be the way to travel. There is an opportunity to review the junction design in such a way that traffic from the north is directed as appropriate to the time of day and traffic flows. This change can be achieved through a slight realignment of the carriageway within the street, improved traffic signals, and through the introduction of priority flow deterrent measures. The revision of signal timings will also offer an opportunity to improve bus priority at the junction. The impact of revised traffic movement on the Conservation Area will be a key consideration. The implications of this proposal must be weighed against the potential impact on the Bordyke, with its narrow footways, awkward bends and many poor accesses, as well as on Hadlow Road as predominantly residential streets.

Measures in the High Street (3)

- 4.5.4 The introduction of pedestrian priority flow will act as a deterrent to traffic using the High Street, particularly during off-peak periods when levels of traffic will be controlled. A reduction in the width of the carriageway, widening of footpaths, improved pedestrian crossings and provision of clearly designated bays for servicing and disabled parking will result in less capacity for cars and increased space for the pedestrian. However, this will not limit its peak hour flows when extra road capacity is needed.

Variable Message Signing for Car Parks (4)

- 4.5.5 Some of the traffic in the High Street is circulatory traffic looking for parking spaces in the car parks to the west of the High Street. Advanced warning of car park space availability to all car parks will be made available on all approaches into the Town Centre. This will allow drivers to make an informed decision as to where they wish to park thus reducing the need to circulate around the highway network.

Consolidated Signing Strategy of North/South Route

- 4.5.6 There is an existing signing strategy in place in Tonbridge that aims to divert traffic around the High Street. The signing strategy will be upgraded in relation to the above deterrent and junction improvement measures.

Hadlow Road/Cannon Lane Junction (5) (outside the Central Area)

- 4.5.7 In the medium- term the attraction of the route around the Central Area will be improved further by planned improvements to the Cannon Lane/Hadlow Road Junction.

London Road/Hadlow Road Link (6) (outside the Central Area)

4.5.8 The London Road/Hadlow Road link is the most effective means of improving traffic management and is an important measure in the context of the functioning of the Town Centre and buoyancy of its future economy. It will add to the attractiveness of the route for through traffic as vehicles would not reach the start of the High Street before turning onto the alternative route. Subject to funding, there is the potential to create this link within the timeframe of the Area Action Plan.

4.6 Potential Requirement for Amelioration Measures

4.6.1 The introduction of the measures outlined above and new development will result in various impacts on the operation of the transport network in the centre of Tonbridge. As a result there may be a requirement to address some new issues.

Vale Road/Woodgate Way (7)

4.6.2 The junction of Vale Road and Woodgate Way to the east on the alternative route may need to accommodate additional traffic flows beyond its design capacity. It will therefore be necessary to increase the capacity of the junction. This could be achieved through the redesign of the junction with the introduction of traffic signals.

Vale Road – Residential Section (8)

4.6.3 The residential section of Vale Road to the immediate west of the Woodgate Way/Vale Road roundabout may experience an increase in rat running from west to east. This section already has one-way working in operation and a series of speed humps but may require closing at one end if the problem occurs.

Strawberry Vale (9)

4.6.4 Traffic calming/deterrent measures may need to be introduced on Priory Road to deter traffic using Priory Road and Strawberry Vale as an alternative to the revised Vale Road/High Street junction. The impact of alterations to Vale Road/ High Street junction will need to be monitored to determine the precise traffic calming/ deterrent measures required.

4.7 Transport Strategy Supporting Elements

4.7.1 The mainstay of the transport strategy is the management of traffic. This needs to be supported by measures that seek to promote the use of transport modes other than the car for many journeys within the urban area. However, it is recognised that for most trips from the rural

areas and to many other destinations in Kent the use of a car is essential.

Improved Bus Provision

4.7.2 Options to travel by more sustainable modes will be promoted. Bus operators will be able to take advantage of reduced congestion in the High Street and run more frequent and more reliable services. Issues such as improved user information and passenger infrastructure provision such as new bus shelters will be needed. A Quality Bus Partnership (QBP) will be pursued with the bus operators to improve overall delivery. The Borough Council will work in partnership with the County Council to consider how to reduce congestion and to encourage more sustainable education-related travel which is a major component of peak hour movement in the town.

Rail-Bus Interchange (10)

4.7.3 The existing interchange between bus and rail is very poor. This is one of the reasons why many commuters drive to the station, often using the High Street to do so. In order to reduce the number of car borne trips to the station, improvement to the interchange is essential so as to make bus/rail trips more attractive. The QBP, referred to above, and the redevelopment of the station will provide the opportunity for such improvements to be made.

Travel Planning

4.7.4 Working alongside improvements in infrastructure and the way in which alternative transport modes are organised and presented, travel planning is centred upon raising awareness of travel and transport availability. Travel planning has been shown to have significant effects in reducing car reliance. Three Travel Plan areas will need to be targeted:

- **School Travel Plans** - engaging local schools, which are major generators of traffic in Tonbridge during peak hours, in addressing their travel needs. It has been found throughout the country that school children are generally receptive to means that encourage non-car use;
- **Employer Travel Plans** – promoting health amongst employees as well as environmental sustainability can aid encouragement of Travel Plan initiatives in businesses. Practical issues such as management of car parking spaces can be an added bonus; and
- **Residential Travel Plans for new developments** – an emerging area of travel planning that sees the development of a low car use

culture from the outset of development. This is particularly suited to accessible town centre locations.

Permeable Walking and Cycle Routes

4.7.5 Tonbridge is a relatively compact area with the majority of facilities within a reasonable walk or cycle distance of the majority of residences. The opportunity to increase the amount of walking and cycling in the town will result from a well designed and attractive environment.

- **Walking:** Many existing pedestrian routes in and around the Town Centre are not ideal. Some routes are poorly signposted, meandering, or unattractive. Redevelopment proposals must ensure that these issues are addressed so that this important mode is not neglected and that greater permeability is achieved throughout the Town Centre and into residential areas.
- **Cycling:** The Town Centre is not conducive to cycling. The existing cycle routes in the Town Centre are not particularly attractive or direct, signing and facilities are limited and the High Street is a poor cycle environment. Consequently cycling in Tonbridge is not a mode that is well used.

4.7.6 The provision of cyclist facilities and infrastructure that is conducive to cycling is required. By reducing traffic in the High Street cyclists will benefit from a safer environment. A Cycling Strategy aimed at addressing these issues is being prepared by Kent County Council.

4.8 Urban Design Principles

4.8.1 Development within the Central Area will be guided by the following urban design principles which are aimed at improving the overall standard and quality of new buildings and their surrounding space. For additional design guidance specific to the Kent context, reference should be made to the "Kent Design" Guide.

The Waterfront

4.8.2 The potential of all sites adjoining the extensive 'Tonbridge waterfront' should be exploited to enhance access for recreation and create an attractive urban setting. The way in which development addresses waterfront areas, as well as the quality and layout of those areas, should define the character and identity of a place. Development should positively address the River Medway and its tributaries in recognition that water is a key asset and, in effect, a public space within the Town Centre.

4.8.3 People are drawn to water, so pedestrian access and comfort is of paramount importance. The Master Plan redefines the waterfront across the Town Centre, enhancing access to the River Medway and its tributaries through new walkways, open spaces and bridging points.

Nodes, Bridging Points and Gateways

4.8.4 Development should be structured around clearly defined nodes, bridging points and gateways. The Master Plan is structured around a series of readily identifiable places and landmarks corresponding to key bridges, nodes and gateways. These are integral to a wider network of existing and proposed routes and streets which connect the Town Centre to ensure good movement.

- **Bridging Points** Given the importance of water, it is natural that bridging points become a key structural element around which development can be orientated. Development should be focused where these intersect.
- **Gateways** mark the point at which people know they have arrived at the Town Centre, and as such the development response and the treatment of the public realm should signal this.
- **Signage** It will be critical that way-marking and signage across the Central Area is improved to assist visitors, residents and shoppers to find their way easily around Tonbridge. This must include pedestrian and cycle routes, key public transport stops including Tonbridge Station, and the principal town centre car parks.

Pedestrian-Friendly Streets

4.8.5 Street design should support the function of the network of attractive pedestrian-friendly streets and walkways, which should work together as part of a straightforward, legible hierarchy. Streets should be conceived as single entities, and there is a need to recognise that this includes the building façade design as well as the space between buildings. This requires buildings to address streets in a positive way. By establishing continuity of building frontages which are animated and active, the character of the street or space is enhanced. Entrances, windows and shop fronts create a busier street and help contribute to a well overlooked and safe pedestrian environment.

4.8.6 Pedestrians need to be given priority in many places. Vehicles must also have access to many streets, particularly to support local businesses and allow servicing. Measures such as shared surfaces, on-street parking, and narrow carriageways can help control traffic speeds. Vehicular access during the evening can contribute to a safer night time economy through maximising opportunities for surveillance within the Town Centre.

Car Park Design

- 4.8.7 Cars and cycles should be accommodated within well designed, accessible parking facilities that minimise land take. The location, design, layout and management of car parking should ensure that it is both safe and useable, yet does not become a dominant or obtrusive element within the public realm. A mixture of within-plot and on-street parking should be sought, with well designed, multi-level car parking discretely accommodated within the centre of development blocks provided in key mixed-use locations within the Town Centre.
- 4.8.8 Residents' and occupiers' parking should also be provided in a mix of on-plot, private courtyards or undercrofts beneath buildings (where flooding requirements permit). Visitor or short stay shoppers' parking may be provided on-street, in small bays designed as an integral element of the street as well as in well designed larger public car parks. By allowing an element of on-street parking the activity associated with arrival and departure will help to enliven the street particularly in the evening. It also means that residents, visitors and employees can enter premises through a 'front door'.
- 4.8.9 Opportunities for shared parking, effectively allowing daytime and evening uses to use the same parking facility, thus avoiding the need for excessive parking provision, should be provided.
- 4.8.10 Cycle parking should be accommodated within the built envelope of new buildings. Sheffield stands or similar should be provided for visitor cycle parking within the street.

Town Centre identity

- 4.8.11 New development should reinforce the identity of the Town Centre and its quarters. Creating a high quality built environment within the Town Centre, that draws upon the considerable history and identity of Tonbridge is crucial. This means ensuring that all new development is of exceptional quality. It also means that new development must conserve and enhance the existing character and townscape qualities of the Town Centre, carefully repairing and stitching together those areas that have become fragmented by previous large scale re-development.
- 4.8.12 The quarters identified in the Master Plan each have a different priority in terms of development proposals and mix of uses, and consequently are not all the same in character. In this way the Town Centre becomes a lively mix of experiences:
- historic and intimate urban fabric in the Castle and Old Town Quarters;

- sensitive, human scaled and fine grained environment framing a sequence of public spaces overlooking the River Medway in the South Bank Quarter; and
- exciting and major scale redevelopment within the Botany Quarter to create a contemporary mixed-use place.

4.8.13 The character of new development proposals should reinforce the character of these areas. A palette of high quality materials would help to firmly establish the character and identity of these places, in terms of both the public realm of streets and open spaces and the built form of buildings and structures. External materials, decorative detailing such as towers or balconies, and even basic features such as windows and doorways can help reinforce the image of place.

Design for Mixed-Use

4.8.14 The mixed-use function of the Town Centre should be reinforced by the design and mix of new development. This will help to make the Town Centre resilient to change over time, better able to flexibly accommodate a broad range of different functions should the need arise. Developers should be encouraged to design at least a portion of the ground floor space to be adaptable to a range of users at locations where this is most likely to occur, for example at the confluence of streets. There will also be opportunities to incorporate a good vertical mix of uses across the Town Centre for example considering the upper floors of all new development proposals, including retail schemes, as being suitable for apartments to increase the number of people that make their home in the Town Centre.

4.8.15 The location of uses which will generate an evening economy will require special attention at the site development brief or development control stage. In so doing the potential for conflict must be weighed against the creation of a safe and attractive evening environment.

5. Development Strategy

5.1 Central Area Activities

5.1.1 New development within the Central Area should strengthen and diversify the range of existing activities in order to enhance its appeal and reinforce its economic stability. The following development needs have been identified.

Retail

5.1.2 An improved retail offer is a crucial element of the regeneration of the Town Centre. The competitiveness of the Town Centre relative to surrounding towns must also be considered. However, Tonbridge is not seeking to align itself with other nearby towns, but instead develop an enhanced retail offer, in particular primary retail, as part of a more rounded town centre experience, which plays to the strengths of its historic market town identity. Stemming the leakage of spending to other towns by the residents of the Borough through improvements to the local retail offer is a primary objective. Integrating new retailing with the existing High Street shops will be paramount to the overall success of the centre. The Council recognises the importance of the market to the Town Centre and will seek to accommodate the market in a suitable location.

Housing

5.1.3 A significant amount of new housing can be accommodated within the Central Area. Within Tonbridge and Malling Borough there is limited scope for major greenfield development to accommodate housing growth, largely as a result of its Green Belt and high quality landscape setting. As a result, a substantial amount of the demand for future housing growth must be met by land within existing urban areas. Housing within the Central Area can support sustainable regeneration and places homes within walking distance of jobs and services, as well as meeting the accommodation needs of local people without the need to consider releasing fresh land in the countryside. The integration of family housing within the overall mix of house types will be important.

Leisure & Recreation

5.1.4 New leisure opportunities will increase the appeal of the Central Area for both the local community and visitors to the town. The current shortage of family based leisure activities, including a cinema can be addressed through new development. Linked to this is the objective of providing better tourism and cultural facilities including new visitor accommodation and indoor and outdoor spaces where events, exhibitions and performances can occur.

Employment

5.1.5 At present a substantial part of central Tonbridge is devoted to employment, most notably the Tonbridge Industrial Estate. Scope exists to improve the environmental quality of the Estate close to the Town Centre and to the west of Cannon Lane. Additional and more diverse employment opportunities, particularly B1 (offices) can be created on sites identified for mixed-use development to enhance the range of activities within the Central Area.

Car Parking

5.1.6 Car parking is fundamental to the life of the Town Centre. Current parking provision enables the Town Centre to readily meet the needs of the residents of the town and its hinterland. New development will generate additional parking demand. It is essential to plan for Central Area car parking in addition to planning for other modes in order to support the regeneration of the centre of Tonbridge.

Tonbridge Station

5.1.7 As an important and intensively used gateway into the Town Centre, improvements to Tonbridge Station and its interchange with buses are an essential element of regenerating the Central Area and improving its wider image.

Community Provision

5.1.8 Improved provision for community activities will be provided within the Central Area. Tonbridge and the Town Centre in particular need to provide modern community facilities that will meet the growing needs of a wide range of user groups over the next fifteen years and beyond. The current provision for community activity is limited (The Angel Centre, Library, Adult Education Centre and Teen & Twenty Club each experience operational difficulties), and the facilities are intensely used. To facilitate the continuation of community activity, replacement facilities will need to be provided in advance of their redevelopment.

Open Space

5.1.9 Similarly there are few opportunities for outdoor community and recreational activity within the heart of the Town Centre. New spaces, which offer scope for different types of outdoor activity, be it formal or informal will enhance the appeal of the Town Centre.

Education

5.1.10 Opportunities exist for enhanced education provision within the Central Area, in particular for further education.

Health Provision

- 5.1.11 There is scope within the Central Area for both public and private health provision.

5.2 Additional Considerations

Strategic Flood Risk Assessment

- 5.2.1 Government Policy on flood risk is contained in PPS25 'Development and Flood Risk'. This advises local planning authorities to employ strategies that help deliver sustainable development by identifying land at risk of flooding and preparing Strategic Flood Risk Assessments (SFRA). The Council has prepared in conjunction with the Environment Agency an SFRA for those areas where development might be proposed so that a more informed view can be taken about the nature of development and a more practical approach to mitigation and detailed design can be adopted. Within this context the economic, social, environmental and regeneration benefits of redevelopment have to be weighed as part of the PPS25 sequential test. This reflects Core Strategy CP10. A Flood Risk Assessment will be required in respect of any development within the flood plain.

Safer More Secure Communities

- 5.2.2 The Crime and Disorder Act 1998 places a duty on local authorities to work in partnership with other organisations and groups to reduce crime and disorder in the community. Section 17 of the Act is aimed at giving the work of crime and disorder reduction a focus across the wide range of local services and putting it at the heart of decision making, including planning. Policy CP1 of the Core Strategy requires that '*development must minimise the risk of crime and should make appropriate provision for social, leisure, cultural and community facilities and adequate open space*'. Development proposals should also reflect guidance in **Safer Places – The Planning System and Crime Prevention** (2004) produced by the ODPM.

6. Delivery and Monitoring Strategy

6.1 Development Contributions

- 6.1.1 The comprehensive approach to the regeneration of the Central Area has highlighted a package of measures aimed at improving its quality. This includes transport and public realm improvements which, when implemented will deliver wide-ranging benefits for the local community, including better traffic management and a more attractive town centre environment.
- 6.1.2 In order to secure these improvements to the public areas of central Tonbridge, contributions from developers will be sought. The level of the contributions will be dependent on the type, volume and quality of the development, and the need to address any additional site specific constraints which may exist.
- 6.1.3 Contributions resulting from development will be pooled in the Tonbridge Central Area Fund. It should be noted that the establishment of the fund does not preclude more usual arrangements whereby developers undertake works directly as part of a suite of planning obligations.
- 6.1.4 The Council will prepare a Supplementary Planning Document relating to the Tonbridge Central Area Fund.

6.2 Delivery Responsibilities

- 6.2.1 The Council will assume a pivotal role in driving forward the regeneration of the Central Area. As local planning authority, as landowner and through community advocacy it is well placed to implement or facilitate many of the proposed changes.
- 6.2.2 The private sector will be instrumental in bringing about new development on individual sites, under the guidance of the local planning authority. Elements of the public realm which fall within these development sites will be the responsibility of individual developers to implement.
- 6.2.3 Changes and improvements to the highway network will be carried out in conjunction with Kent County Council. The primary delivery mechanism for the improvements outlined in the Area Action Plan is the Local Transport Plan for Kent (LTP). LTP funding will be sought but the likelihood of securing public funding through the LTP will be increased by developer contributions.
- 6.2.4 Funding for highway works, including the London Road/Hadlow Road Link, will be sought within the existing LTP programme in line with a package of schemes already agreed in principle with the County

Council. This package assumes some advanced funding from the LTP for the London Road/Hadlow Road Link, but developer contributions will also be required.

6.2.5 Stakeholder involvement and support is essential to delivering the strategy. It is crucial that both the rail and bus operators are actively engaged through a Quality Bus Partnership which will:

- enable the creation of a public transport network for Tonbridge that offers a viable and attractive alternative to private car use;
- enable increasing use of local bus services by choice, so helping to support the achievement of a sustainable transport strategy; and
- ensure public transport is developed to support and match the regeneration of the Town Centre.

6.2.6 **Annex C** sets out the means of delivery, including delivery agencies and indicative timescales, for each of the proposals in the AAP, including all development proposals, public realm enhancements and transport schemes. The broad timescales included in the Annex are indicative and would not normally be used to phase or programme a development unless there was good reason. Those sites that are indicated in the first five years are either those where the Council is the landowner and will be directly influencing the release of land, or otherwise where developer or landowner intentions are known and are being encouraged or facilitated by the Council. Those programmed for the 5-10 year period are those sites where the Council is confident that the land will come forward for development, but where there is either some known constraint, such as land assembly that first needs to be addressed, or currently no developer interest. Those indicated for the post 10-15 year period or not programmed at all are those more aspirational sites where the Council does not necessarily expect development to come forward, but if it does the AAP provides an appropriate context for its consideration.

6.3 Town Centre Management

6.3.1 The Council proposes to coordinate a Town Centre Management function to fulfil a range of roles aimed at the promotion and guardianship of the Town Centre.

6.3.2 The ongoing and special requirements of the Town Centre will be monitored and managed. A point of contact will be established to ensure comments and concerns about the Town Centre from the wider Tonbridge community can be recorded and addressed appropriately. This will include the management and maintenance of the physical environment, and matters relating to safety and crime.

- 6.3.3 As the regeneration of the Central Area progresses, opportunities to promote the Town Centre as a visitor destination and as a location for events, performance and leisure will be pursued.

6.4 Monitoring

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

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

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

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

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

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

7. Tonbridge Central Area Policies

7.1 Quality of Development

- 7.1.1 Pursuant to Core Strategy Policy CP23, good design must be properly considered as an integral part of all proposals coming forward within the Central Area. This will ensure that its role and profile is enhanced through development of the highest quality. It will be important for buildings to form a connected pattern of streets and open spaces, punctuated by landmarks in key locations, allowing people to easily and comfortably find their way around the town centre.
- 7.1.2 Provision of a sensitively articulated built form will complement the established character and identity of the different parts of Tonbridge. Together with the use of distinctive building materials, this will help re-enforce a strong sense of place and avoid development that is unremarkable, anonymous and has little relationship to its surroundings.
- 7.1.3 In order to ensure a high standard of development within the Tonbridge Central Area that responds to the design principles set out in Section 4 and illustrated in the Site Design Components (SDC) on Fig 4, all proposals will be required to satisfy all of the relevant criteria in the following policy:

POLICY TCA1 Development within the Central Area of Tonbridge, will be required to satisfy the following requirements:

- a) **on sites adjoining the River Medway, or its tributaries, proposals must positively address the water, to include the location of doors and entrances, principal windows, shop fronts, balconies or other features, and allow for unrestricted public access to the waterside through the provision of pedestrian and cycle links and enhancements to the public realm;**
- b) **proposals must provide a well designed, animated frontage adjoining all streets, squares, bridges, gateways and other public spaces through the location of doors and entrances, principal windows, shop fronts (or shop window displays where non-retail uses are accepted in retail units), balconies or other features, providing a clear definition, but seamless character between public and private space;**

- c) **proposals must make provision for, or not prejudice the provision of, a connected network of streets, footpaths and cyclepaths, which is integrated within the existing street network, giving priority to pedestrians through the design and layout of all routes, width of pavements and positioning of crossings, and permitting appropriate access for service and emergency vehicles;**
- d) **car, motorcycle and bicycle parking provision must be integrated into the design and layout of development, and minimise visual impact within the public realm;**
- e) **the design of development, encompassing scale, layout, site coverage, and orientation of buildings, external appearance, roofscape (including any necessary provision for the screening of service plant), materials and hard and soft landscape, must respect the context of the site and the character of the part of the Town Centre within which it is located, especially when viewed from the Castle and from high view points to the south of the Town Centre, and facilitate the proper use of CCTV; and**
- f) **a mix of land uses will be sought on individual sites where consistent with other policies in the plan, but regard should be had to the compatibility of neighbouring uses. New development should not cause harm to the amenities or character of the area in terms of noise, vibration, smell, safety or health, traffic or other impacts.**

7.2 Mixed-use Development

7.2.1 A vibrant, active and safe town centre will only be achieved through an appropriate mix and balance of complementary uses which cater for the widest possible range of social, economic and cultural activities. This should ensure the town centre is an appealing environment during the daytime and evening.

POLICY TCA2 1. Within the Central Area planning permission will be granted for uses which support the regeneration of the Town Centre including, on identified sites,

retail, business, leisure, cultural and community activities, entertainment, health services, education, offices, food and drink outlets and residential use.

2. Planning permission will be refused where the individual or cumulative effect of changes of use would detract from the vitality of shopping streets or have an unacceptable impact on the amenity of Town Centre residents.

3. Uses which will remain open and generate activity during the evening will be permitted where they are not detrimental to the safety and amenity of the Central Area, and where they will not prejudice opportunities for an activity during the daytime.

4. Development within the Central Area will be required to:

- a) provide appropriate flood mitigation measures where demonstrated to be necessary by a Flood Risk Assessment;
- b) where appropriate, preserve or enhance the Tonbridge Conservation Area and its setting;
- c) be compliant with Policy TCA1 and be designed in accordance with the mixed-use allocations' Site Design Components (SDCs) illustrated on Fig 4;
- d) in the case of residential development, make provision for affordable housing in accordance with Core Policy CP17;
- e) achieve residential densities in accordance with Government guidance with higher densities for sites where there is good accessibility to public transport links;
- f) investigate and remediate any land contamination;
- g) for residential development, achieve a satisfactory noise climate in accordance with saved Policy P3/17 (or its successor Policy);
- h) have regard to air quality in the design and layout of development;
- i) incorporate any necessary mitigation measures identified as a result of an archaeological assessment and/or ecological assessment where appropriate; and
- j) make provision for improvements to community, leisure, cultural, public realm and transport facilities by such means as an appropriate contribution to the Tonbridge

Central Area Regeneration Fund pursuant to Policy TCA19.

Note: see also Policy TCA11 which addresses development allocations for individual sites within the Central Area.

7.3 Retail Development

Primary Shopping Area

7.3.1 The master planning exercise has demonstrated that there is capacity within Tonbridge Town Centre to accommodate substantial retail floor space for both comparison and convenience retailing to meet the needs of the area. Such growth is required to maintain the attractiveness and potential of the centre. Certain non-retail uses such as restaurants, banks and building societies can also make a contribution to the vitality and diversity of the Town Centre. Large numbers of non-retail uses, however, particularly those grouped together in significant concentrations and those which occupy buildings prominent in the street scene, can have an adverse impact on the primary retail function of the shopping areas. Limiting the proliferation of non-retail uses in the Primary Shopping Area will support the continued health of the retail centre.

POLICY TCA3 The Primary Shopping Area, as defined on the Proposals Map, will be the preferred location for new and up-graded shopping development, subject to policies TCA1, TCA2 and TCA11. Within this area planning permission will be granted where this:

- a) complements Tonbridge's role and function as an identified regional centre by adding to the quality or range of goods to be sold and/or adds to the quality and quantity of goods available and thereby contributes to the vitality and viability of the Town Centre;
- b) maintains or enhances the proportion of retail use (A1) at ground floor level;
- c) maximises use of all available space at ground floor and above, while limiting the impact of non-retail uses at ground floor level within a continuous block, as identified in Fig 5, when this will detract from the retail character of that block;
- d) integrates the retail potential of the Botany Quarter with the High Street and its urban hinterland;
- e) demonstrates that proposals which would result

- in the loss of retail (A1) and food and drink uses (A3/A4) at ground floor level within the Primary Shopping Area would benefit the overall vitality and viability of the Town Centre as a whole in terms of its attractiveness and competitiveness;
- f) involves redevelopment of existing retail premises in the High Street, where retail remains the primary use at ground floor level, and where the scale of redevelopment will maintain the overall range and variety of available retail premises and will not detract from the function and character of the Town Centre shopping areas due to prominence and/or length of frontage of the unit.

Above Ground Floor Space

- POLICY TCA4**
- 1. Within the Primary Shopping Area existing and proposed floorspace above ground level should be used to its full potential.**
 - 2. Proposals for residential use will be permitted where they are compatible with other policies of the Plan. Retail (A1), Business (B1), Financial and Professional Services (A2) and Leisure uses (D2) on upper floors will be permitted except where this would involve the loss of existing residential accommodation or would result in an unacceptable loss of amenity to existing residential property adjacent or in close proximity.**
 - 3. Proposals which would result in the loss of existing residential accommodation within the Central Area must demonstrate that the property is no longer reasonably capable of being used for residential use or is needed for another use necessary to support the retail functioning of the town centre.**

Secondary Shopping Areas

- 7.3.2 Within the Town Centre there are three areas of retail activity of a secondary nature which focus on serving more specific needs and demands where it is important to retain shopping and facilities to serve residents, local businesses and growing tourist interest. Secondary frontages provide greater opportunities for a diversity of uses contributing to the health of the Town Centre. These areas are defined on the Proposals Map.

- 7.3.3 Many of the small shops in these areas are of the type that change proprietors fairly often, according to the particular strengths of the market, especially for antiques and specialist goods. A more flexible approach in the peripheral areas may help to ensure that premises remain occupied and the area lively. These are also areas where residential accommodation above the shopping frontage will be encouraged provided it is compatible with the commercial activities at street level.
- 7.3.4 The individual character and strengths of these areas should be recognised and promoted. New development for retail use will be encouraged providing it is of a scale, form and character compatible with the surrounding areas and the extent to which proposals would bring about overall benefits in terms of economic regeneration, environmental enhancement and conservation and cultural aims for the Town Centre.
- 7.3.5 Proposals for non-retail uses would need to be considered in relation to similar criteria established in Policy TCA03. The aim is to restrict development which would be detrimental to the inherent characters of the individual areas and their attractiveness, in terms of over concentrations of a particular activity and the inappropriate role of prominent buildings and / or frontages in the street scene. Each of the secondary shopping areas is dealt with below.
- 7.3.6 **The Upper High Street area** which includes Bank Street/Castle Street has considerable potential for up-grading and development for a range of uses such as specialist shops, restaurants, cafes, crafts and gift shops and other tourist related uses. New development at the former Cattle Market site will assist in animating the area and adding to the immediate residential population. As a result, the area will become safer and demand for supporting activities will increase.

POLICY TCA5 1. In the Upper High Street area, as defined on the Proposals Map, development should enhance the attractiveness of the Conservation Area.

Development which would contribute to the area's tourism offer will be positively sought. Buildings of importance in the street scene need to be retained and refurbished whilst others of less quality could be redeveloped. Any such development should actively promote and enhance the architectural, archaeological and historic features of Tonbridge Town Centre including;

- a) listed buildings and their settings;**
- b) buildings which although not listed, form an integral part of Tonbridge Conservation Area and its setting;**

- c) the street pattern and historic property boundaries; and
- d) complementary shop fronts and advertisement design, including illumination.

2. Proposals for non-retail uses at street level will be considered favourably if they satisfy the following criteria:

- a) the vitality and viability of the area as a shopping destination is maintained without cumulatively creating an over concentration of non-retail uses within a continuous block, as identified in Fig 5;
- b) a contribution is made to the street scene in terms of high quality design while promoting a safe environment;
- c) proposals for town centre Financial and Professional Services (A2) should include an appropriate window display at ground floor level;
- d) the levels of traffic generation and the visual impact of car parking/servicing arrangements or other environmental problems which could have an adverse impact on the character of the area are limited; and
- e) the character and appearance of the Tonbridge Conservation Area is preserved.

7.3.7 **St Stephens Place** This is an important gateway to the Town Centre close to the railway station with specialist shops and local shopping facilities serving visitors and commuters as well as primarily the immediate residential area. The aim is that any proposed development and changes of use will sustain and enhance the health of this shopping area offering an improved range of everyday community, shopping and employment opportunities.

POLICY TCA6 In the St Stephens Place frontage, as defined on the Proposals Map, loss of retail use (A1) will be resisted. Changes of use from retail to non-retail activities will only be permitted if the proposed use will not undermine the retail function of the area.

7.3.8 **Southbank Quarter** The Master Plan identifies this area as having considerable potential with opportunities for accommodating a mix of uses, including specialist retail, cafes and apartments. Development

which would enhance the attractiveness of the riverside environment and would contribute to the area's tourism offer will be encouraged.

POLICY TCA7 Development in the Southbank Quarter, as defined on the Proposals Map, should be of an appropriate scale and form to integrate the riverside environment with the existing retail function of this area, through high quality design and enhancement to the public realm, and improved pedestrian activity.

Retail development outside the defined Primary and Secondary Shopping Areas

7.3.9 The preceding policies are aimed at reinforcing the role of the Town Centre as the focus of retail activity. Adequate capacity to accommodate the indicative headroom in retail floorspace provision has been identified through the Master Plan. It is not appropriate therefore to identify any additional sites for retail development outside the defined Primary and Secondary Retail Areas.

POLICY TCA8 Proposals for new retail floor space outside the defined shopping areas will be resisted. A sequential approach will be applied in accordance with Core Policy CP22 to ensure retail activity remains the dominant use within the defined shopping areas.

7.4 The Industrial Estate

7.4.1 Employment land within Tonbridge Industrial Estate will be safeguarded. However, the Council recognises that there are opportunities for diversification in employment, particularly close to the Town Centre. Furthermore, the physical proximity of Tonbridge Industrial Estate to the Town Centre, the proposed redevelopment of sites to the east of the High Street and the alignment of existing streets within the Industrial Estate will lead to an increased number of people using Sovereign Way to access the town centre. It is appropriate that the amenity and appearance of this route should support the regeneration of the Central Area, and therefore its enhancement will be sought through redevelopment and/or developer contributions.

POLICY TCA9 Land within Tonbridge Industrial Estate, as identified on the Proposals Map (within the extent of the AAP), will be safeguarded for employment purposes. Any development or redevelopment within this area should contribute to the diversity of employment activities within the Central Area. Proposals which will lead to an increase in employment density will be considered favourably subject to the proposed use not resulting in unacceptable impact on residential amenity by virtue of noise, dust, smell, vibration or other emissions, or by visual intrusion, or the nature and scale of traffic generation. Proposals for non-employment uses, i.e. uses other than General Industrial Use (B2), Business Use (B1) or Storage and Distribution Use (B8), will not be permitted.

7.5 Public Realm Priorities

- 7.5.1 The Regional Spatial Strategy identifies six main reasons why people come to a town centre: to visit, to access services, for work or study, because they live there or to shop. The quality of the public realm with 24 hour access for the enjoyment of these users is paramount. The policies in this Plan aim to take forward Core Policy CP23 for Tonbridge Town Centre and Core Policy CP24 dealing with the Quality of Development. Part of creating an attractive, accessible town centre is the quality of the spaces between the buildings and attention to detail of the materials and finish to works. A high quality environment provides increased opportunities to attract visitors and to promote tourism, building on the history of Tonbridge and taking advantage of the impressive waterfront.
- 7.5.2 To achieve and maintain a quality public realm requires a clear strategy and commitment from the Borough Council and its partners. The following policy sets out the mechanisms which the Council expect to be employed in delivering an enhanced public realm.
- 7.5.3 The potential for funding enhancements to the public realm and creating new open spaces within the Town Centre will be drawn from a number of sources, and will be administered in accordance with policy TCA19 relating to the Town Centre Regeneration Fund.

POLICY TCA10 1. Within the Tonbridge Central Area the Borough Council will, either itself or jointly with developers, promote proposals to enhance the public realm to improve the appearance and accessibility of the Town Centre.

2. Proposals for development will be required to satisfy all of the following criteria:

- a) provision of full 24 hour public access to public spaces;
- b) provision of high quality paving materials and well designed, co-ordinated street furniture to include lamp stands, seating, litter bins, public transport stops, signage, and cycle stands;
- c) provision of pedestrian and cycle routes that are clear and direct with crossing points that correspond with desire lines in accordance with an adopted Cycling Strategy; and
- d) provision should be made for servicing retail and business premises where necessary in a way that is unobtrusive and does not provide a barrier to pedestrian access.

3. Enhancements to the public realm will be promoted in the following locations, as shown on the Proposals Map, and in accordance with policies TCA12 and TCA13. Potential sources of funding for improvements appear in brackets:

- a) St Stephen's Place at the junction of Quarry Hill Road and Pembury Road (LTP funding and Central Area Fund);
- b) Station Gate at Station Approach and the junction of the High Street and Vale Road (LTP funding, Network Rail and Central Area Fund);
- c) Riverside Gardens at River Lawn and River Lawn Road (Central Area Fund);
- d) Gardens of Remembrance (Central Area Fund);
- e) New Wharf Place at New Wharf Road, River Walk and the Somerfield car park (Central Area Fund);
- f) The High Street from the junction of Vale Road to Big Bridge (LTP funding and Central Area Fund);
- g) The upper High Street north of the Big Bridge (Central Area fund);
- h) Strawberry Place (Central Area Fund);
- i) Castle Place including Bank Street and Castle Street (Central Area Fund);
- j) Medway Wharf Road/High Street Junction (LTP funding and Central Area Fund);
- k) Sovereign Way (in association with individual development proposals and Central Area Fund); and

l) **Tonbridge Waterfront comprising the River Medway and its tributaries (Environment Agency and Central Area Fund).**

4. **The following new public open spaces will be promoted, as shown on the Proposals Map:**

- a) **Angel Square;**
- b) **Botany Square;**
- c) **Medway Wharf Gate; and**
- d) **Town Lock.**

7.6 Development Allocations

7.6.1 In accordance with Policy TCA2 development, sites have been identified within the central area for development of either a mix of uses, or for uses which complement and support the creation of a mixed-use Central Area.

7.6.2 The following policy includes an indicative dwelling yield on the basis of an assessment of the most appropriate form of development for those sites which include a residential component. The indicative dwelling yield has been discounted to take account of the likely mix of uses on each site. **Annex A** sets out an estimated capacity for each of the development allocations and for the Central Area as a whole. ***However, it must be emphasised that the actual capacity that might be achieved on each site could vary from that indicated.*** This depends upon the qualities and detail of the actual scheme, and the mix and quantity of uses proposed.

7.6.3 Within the confines of the Central Area, different uses will be finely woven to ensure that variety and interest permeate throughout. A mix of possible town centre uses is identified for each allocation to include: A1 retail (all formats), A2 professional services, A3 restaurants, etc, A4, leisure, B1 business and residential use, but the range of uses is not meant to be exclusive. Other town centre uses may be appropriate and will be considered on their merits within the context of the other policies of the Plan. Each allocation also refers to the relevant **Site Design Components (SDCs)** as illustrated on Fig 4.

7.6.4 The Council will bring forward development briefs, in partnership with others where appropriate, to facilitate development particularly on the larger and more complex sites. The priority for the Council is to prepare a development brief for major redevelopment at the Botany.

POLICY TCA11 The following sites, as defined on the Proposals Map, are allocated for a mix of town centre uses (with the primary uses specified in respect of each site) including retail (A1, A3, A4 subject to policies TCA3, TCA4, TCA6, TCA7 and TCA8), business/commercial, community, cultural, leisure, hotel and residential use. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary contributions towards the provision of recreation, education and other community facilities pursuant to Policy CP25.

a) **Botany (SDC13 and SDC19) - suitable for primarily retail, leisure, cultural, commercial and residential uses (120 dwellings), subject to:**

- the provision of a minimum of two pedestrian access points from the High Street, to include full 24 hour public access;
- public realm enhancements along the Botany Stream, to include full 24 hour public access, and along Avenue de Puy and Vale Road;
- the retention of a through cycle and pedestrian route between Avenue du Puy and the High Street;
- the provision of high quality, flexible community meeting space to replace that currently accommodated within the Angel Centre, and capable of meeting the current and future needs of the Tonbridge community;
- appropriate provision of sports facilities currently accommodated within the Angel Centre, either as an integral part of the development, or elsewhere at a suitable location;
- provision of landmark and prominent corner buildings as identified on the Proposals Map;
- provision of a new pedestrian and cycle bridge across the Botany Stream to connect with site SDC14 at the appropriate point; and
- provision of new public open spaces at Angel Square and Botany Square in accordance with policy TCA10; and
- contributions towards the improvement of off-site sewerage capacity.

Note: Development at Botany will be subject to a more detailed development brief which will be the subject of public consultation.

- b) The Tonbridge Station Complex (SDC9, SDC11 and SDC12) - suitable for a high quality rail and public transport interchange with associated commuter car parking in accordance with policies TCA14, TCA15 and TCA16; high density residential development comprising town houses and apartments (400 dwellings); and retail use in accordance with policies TCA3, TCA4 and TCA6 subject to:**
- **public realm enhancements on Railway Approach, Quarry Hill Road, Vale Road, and Priory Road in accordance with policy TCA10;**
 - **significant improvements to bus-rail interchange facilities, including provision for taxis;**
 - **provision of a landmark building and prominent corner buildings as identified on the Proposals Map;**
 - **measures to mitigate rail noise and vibration; and**
 - **contributions towards the improvement of off-site sewerage capacity.**

Note: Development at Tonbridge Station will be subject to a development brief which will be the subject of public consultation.

- c) River Walk West (SDC1) - suitable for redevelopment for primarily residential development at a density appropriate to a town centre location (6 dwellings), with the potential for retail (A1, A3, A4) at ground floor level in accordance with policy TCA7 subject to:**
- **public realm enhancements along River Walk and the River Medway footpath in accordance with policy TCA10; and**
 - **the provision of a through footpath along the River Medway.**

- d) **1-2 River Walk (SDC3) - suitable for redevelopment for primarily residential development at a density appropriate to a town centre location (6 dwellings), with the potential for retail or commercial office space at ground floor level in accordance with policy TCA7, subject to:**
- **public realm enhancements along River Walk and New Wharf Road in accordance with policy TCA10.**
- e) **Bradford Street south (SDC4) - suitable for primarily residential development at a density appropriate to a town centre location (10 dwellings), with the potential for some retail space at ground floor level in accordance with policy TCA7 subject to:**
- **public realm enhancements along River Walk adjoining the Gardens of Remembrance and Bradford Street in accordance with policy TCA10; and**
 - **the retention of some public car parking and provision of servicing yard access off Bradford Street.**
- f) **River Lawn (SDC5 and SDC6) - suitable for primarily residential development at a density appropriate to a town centre location (30 dwellings), with the potential for retail or commercial floorspace at ground floor level in accordance with policy TCA7 subject to:**
- **the identification and provision of an alternative facility for the use of the Teen and Twenty Club and other users of that building;**
 - **provision of a landmark building as identified on the Proposals Map;**
 - **public realm enhancements at River Lawn and River Lawn Road in accordance with policy TCA10;**
 - **retention of public parking; and**
 - **contributions towards the improvement of off-site sewerage capacity.**

- g) Avebury Avenue (SDC7) - suitable for residential development at a density appropriate to a town centre location (12 dwellings) subject to:**
- the provision of good streetscape and development at a scale in keeping with the residential characteristics of the surrounding area;
 - the provision of off-street parking; and
 - consideration of the relocation needs for any businesses affected.
- h) Tonbridge Library and adjacent area (SDC8) - suitable for retail or commercial floor space in accordance with policy TCA3, and TCA4 and residential development at a density appropriate to a town centre location (30 dwellings) subject to:**
- the provision of alternative library and adult education and associated facilities within the Tonbridge Central Area;
 - provision of a prominent corner building as identified on the Proposals Map; and
 - public realm enhancements at the Southern Gateway, Barden Road and Avebury Avenue, in accordance with policy TCA10.
- i) Quarry Hill Road/Waterloo Road (SDC10) - suitable for a combination of retail and commercial office space subject to policy TCA06, and residential development at a density appropriate to a town centre location (100 dwellings) or an hotel (either in combination with the above uses or as a stand-alone facility), subject to:**
- provision of on-site parking accessed from Waterloo Road;
 - provision of a prominent corner building as identified on the Proposals Map; and
 - contributions towards the improvement of off-site sewerage capacity.
- j) Sovereign House (SDC14) - suitable for retail and commercial office space or residential development at a density appropriate to a town centre location (80 dwellings) subject to:**

- **public realm enhancements along the Botany Stream, to include full 24 hour public access, in accordance with policy TCA10;**
 - **provision of a footpath and cycle link to the Botany site to the south (SDC13); and**
 - **contributions towards the improvement of off-site sewerage capacity.**
- k) Waitrose/Iceland car park (SDC15) - suitable for car parking, to include the retention of existing on-site provision, subject to policy TCA15, and residential development at a density appropriate to a town centre location (40 dwellings), subject to:**
- **proposals which assist in animating the Botany Stream and provision of an attractive waterside environment; and**
 - **contributions towards the improvement of off-site sewerage capacity.**
- l) Tannery Trading Estate (SDC16) - suitable for a mix of residential development at a density appropriate to a town centre location (100 dwellings) with opportunity for some commercial office and business space, subject to:**
- **public realm enhancements along the Gas Works Stream, to include full 24 hour public access, and environmental enhancement of the adjacent Sovereign Way in accordance with policy TCA10; and**
 - **contributions towards the improvement of off-site sewerage capacity.**
- m) Lyons Crescent (SDC17) - suitable for residential development at a density appropriate to a town centre location (8 dwellings) subject to:**
- **provision of a pedestrian link adjoining the River Medway to include full 24 hour public access, connecting with such facilities available on the sites immediately adjoining to the east and west.**

- n) **Sovereign Way North (SDC18) - suitable for primarily residential development at a density appropriate to a town centre location (50 dwellings) to include units suitable for family housing subject to:**
- the provision of alternative parking spaces for users of the Town Centre either elsewhere within the Central Area, subject to policy TCA15 and TCA16, or by decking;
 - public realm enhancements along the Gas Works Stream, to include full 24 hour public access, and enhancement of the Sovereign Way frontage in accordance with policy TCA10;
 - provision for the landing of a pedestrian/ cycle bridge connection to the River Centre site to the north west of Botany Stream;
 - provision for any necessary junction improvements at Avenue du Puy and Sovereign Way; and
 - contributions towards the improvement of off-site sewerage capacity.
- o) **Munday Works West (SDC23) - suitable for residential development at a density appropriate to a town centre location (50 dwellings) to include units suitable for family housing, subject to:**
- being integrated with Sovereign Way north in terms of design, layout and pedestrian and vehicle connections;
 - a pedestrian and cycle connection being provided between Sovereign Way and Medway Wharf Road;
 - public realm enhancements along the Gas Works Stream, to include full 24 hour public access, and Sovereign Way in accordance with policy TCA10;
 - a satisfactory assessment of the environmental interrelationship with the Tonbridge Industrial Estate sites to the south-east; and
 - contributions towards the improvement of off-site sewerage capacity.

- p) Avenue de Puy East (SDC20 and SDC21) - suitable for commercial offices, further education, or other non-retail uses appropriate to a Town Centre location, subject to:**
- identification and provision of an alternative site for the indoor bowls club;
 - provision of a prominent corner building as identified on the Proposals Map; and
 - public realm enhancements along Avenue de Puy, Strawberry Place, the Botany Stream and the existing footpath and cycle link from Strawberry Vale, to include full 24 hour public access, in accordance with policy TCA10.
- q) Strawberry Vale (SDC22) - suitable for residential development at a density appropriate to a town centre location (20 dwellings) including units suitable for family housing subject to:**
- public realm enhancements along Vale Road and at Strawberry Place in accordance with policy TCA10;
 - provision of measures to mitigate rail noise and vibration;
 - reflecting the character of the residential properties to the east; and
 - recognising the need for adequate off-street parking.
- r) Gas Works (SDC24) - suitable for residential development at a density appropriate to its riverside location (80 dwellings) including units suitable for family accommodation, subject to:**
- being integrated with the adjoining site to the west in terms of design, layout and pedestrian and vehicle connections;
 - provision of a new pedestrian and cycle connection between the River Medway and the Gas Works Stream, to include full 24 hour public access;
 - public realm enhancements along the River Medway and Gas Works Stream, to include full 24 hour public access, in accordance with policy TCA10; and

- **decontamination of the site and any necessary land remediation.**
- s) **Cannon Lane (SDC25) - suitable for leisure, hotel, commercial office and residential development at a density appropriate to a riverside location (100 Dwellings) to include units suitable for family housing (as an alternative to the permitted retail use), subject to:**
- **provision of a landmark building, as identified on the Proposals Map;**
 - **public realm enhancements along the River Medway; and**
 - **full 24 hour public pedestrian and cycle access alongside the River Medway in accordance with policy TCA10.**
- t) **Riverdale Estate (SDC26)- suitable for commercial office use.**
- u) **Site at Junction of Vale Rise and Cannon Lane (the former Colas site)(SDC27) - suitable for commercial office, hotel or business use subject to:**
- **provision of a prominent corner building, as identified on the Proposals Map, and high quality perimeter buildings to enclose the site to inward views from the north and north-east;**
 - **provision for any necessary junction improvements at Vale Road and Vale Rise, subject to policy TCA12;**
 - **measures to mitigate noise from the railway and adjoining business uses as may be required; and**
 - **any further decontamination that may be necessary.**
- v) **Priory Road/Goldsmith Road junction west (SDC28) - suitable for residential development at a density appropriate to a central location (30 dwellings) subject to:**
- **measures to mitigate noise disturbance from the railway;**
 - **measures to address any land**

- **contamination;**
 - **public realm enhancements in accordance with TC10; and**
 - **contributions towards the improvement of off-site sewerage capacity.**
- w) **Priory Road/Goldsmith Road junction east (SDC29) - suitable for residential development at a density appropriate to a central location (30 dwellings) subject to:**
- **measures to mitigate noise disturbance from the railway;**
 - **measures to address any land contamination;**
 - **public realm enhancements in accordance with TC10; and**
 - **contributions towards the improvement of off-site sewerage capacity.**

7.7 Management of Traffic

7.7.1 The improvement of the Town Centre for pedestrians is at the heart of the Council's regeneration vision. In addition improvements to public transport facilities will be sought in order to encourage more people to use buses and trains for their journeys. The adopted Kent County Council Transport Strategy for Tonbridge, which is integral to the Central Area Master Plan and to the AAP, identifies a comprehensive range of measures aimed at bringing about improvements, including:

- Realignment/design of junctions
- Deterrent measures in the High Street
- Variable Message Signing for car parks
- Consolidated signing strategy of North/South Route
- London Road/Hadlow Road Link
- Improved bus provision
- Enhanced rail-bus interchange
- Travel Planning
- Permeable walk and cycle routes
- Improvements to air quality

Transportation Measures

POLICY TCA12 1. The mix of town centre development will be aimed at reducing the need to travel and each development site will be required to bring forward proposals that are complementary to the Transport Strategy. The emphasis will be on measures to support sustainable forms of transport.

2. Proposals will be brought forward at the following junctions, and where necessary land will be safeguarded, to maximise their capacity and manage traffic flows in order to achieve greater pedestrian priority and easier bus, cycle and disabled access in the High Street:

- a) Vale Road/High Street, including the widening of Vale Road;
- b) Bordyke/High Street;
- c) Vale Road/Vale Rise;
- d) Pembury Road/Quarry Hill Road Junction.

3. Throughout the Central Area the existing signing strategy will be reviewed in order to encourage traffic to use alternative routes to the High Street.

4. Land for the completion of the Lansdowne Road Link will be safeguarded to enable the introduction of greater pedestrian priority and environmental enhancements in Bank Street and Castle Street.

7.7.2 In addition, outside the Central Area the construction of the London Road/Hadlow Road Link will need to be brought forward to reduce through traffic using the High Street and facilitate pedestrian improvements as well as improve traffic conditions in the Conservation Area. The junction of Hadlow Road and Cannon Lane (also outside the Tonbridge AAP) will also need improvement prior to the construction of the Link Road. Furthermore, the progressive upgrading of the A228 corridor, including the construction of the Colts Hill Link and other improvements, will enable through traffic destined for Tunbridge Wells to be diverted away from the A26 through the centre of Tonbridge and the village of Hadlow.

Pedestrian Priority Areas

POLICY TCA13 Proposals will be brought forward to achieve greater pedestrian priority in the following areas:

- a) **The High Street, the environmental quality of which will be improved through street enhancements, improved crossing facilities, designated disabled driver parking, management of service vehicle access and the provision of wider pedestrian footpaths.**
- b) **St. Stephen's Place, through removal of the roundabout and improvements to the pedestrian**

- environment, in order to improve this gateway to the central area;
- c) Strawberry Place, in order to enhance pedestrian access to the town centre;
- d) Bank Street / Castle Street, in order to improve pedestrian access and the environment within the Conservation Area close to Tonbridge Castle.

Tonbridge Station

POLICY TCA14 Improvements to public transport interchange at Tonbridge Station will be sought as an integral component of any proposals to upgrade or redevelop the Station. These should include:

- a) defined space for a bus pull-in which does not impede the flow of traffic moving north-south past the Station;
- b) convenient and safe waiting and drop-off spaces for passengers;
- c) an information system to ensure up-to-the-minute advice on bus and train times;
- d) adequate space for pedestrian circulation, and for through and onward movement; and
- e) secure and convenient facilities for cyclists and disabled passengers.

Central Area Parking

7.7.3 In order to ensure the continued vibrancy of the town centre, car parking will continue to be provided at a level which meets essential need whilst encouraging the use of alternative modes of travel. Maximum parking standards will act as a benchmark against which reductions in parking provision can be judged as part of comprehensive packages of sustainable transport initiatives that will be identified through Transport Assessments and Travel Plans associated with individual development proposals.

Parking Standards

POLICY TCA15 Parking within the Central Area will be in accordance with PPG13, PPS3 and the adopted Kent County Council parking standards.

7.7.4 Commuter parking at the Station will be used predominantly between Monday to Friday. There is an opportunity to allow shoppers to use these spaces at weekends. Appropriate management of the car parks will be sought to ensure this.

7.7.5 Residents parking is an important element of the residential amenity of the Central Area. The Council will continue to undertake reviews of residential parking zones to ensure that this provision is protected.

7.7.6 The physical provision of car parking should ensure that land is used efficiently, and the visual amenity of the Central Area should not be undermined by car parking.

New Parking Provision

POLICY TCA16 1. Proposals for new development or redevelopment within the following areas will be required to provide decked car parking:

- a) **Botany (SDC13 and SDC19) to the east of the High Street;**
- b) **Sites adjacent to the railway to the immediate east of the Station (SDC11 and SDC12).**

2. In other Central Area locations car parking should be accommodated discretely so that it does not dominate views of the development from within the public realm.

Cycling

7.7.7 Additional provision for cyclists will be sought in accordance with an adopted Cycling Strategy through the following policy.

POLICY TCA17 All new developments will need to:

- a) **provide secure and conveniently located facilities for cyclists including lockers and cycle parking; and**
- b) **provide, or make provision for the enhancement of, cycle routes connecting with existing routes where possible and which are overlooked by development and well lit to ensure their safety.**

Travel Plans

7.7.8 The primary aim of a Travel Plan is to reduce the number of regular journeys made by car, particularly by single occupants, in order to make more efficient use of the highway network, to improve air quality and the overall environmental quality of the Central Area.

POLICY TCA18 All new development within the Central Area will be required to prepare, implement and monitor the effectiveness of travel plans relating to the development proposed.

7.8 Tonbridge Central Area Regeneration Fund

7.8.1 The policies contained in this Area Action Plan promote a co-ordinated strategy for the regeneration of Tonbridge Central Area. Improvements to the public realm and highways as detailed in policies TCA10, TCA12 and TC013 are an integral component of the regeneration strategy and are central to the delivery of the objectives set out in the Master Plan. They will enhance the Central Area for all users, add to the attractiveness and appeal of Tonbridge and provide an excellent backdrop for new investment.

7.8.2 To secure these improvements, and in addition to normal Section 106 contributions, it is appropriate that developer contributions towards the Tonbridge Central Area Fund be negotiated. The fund would permit the pooling of contributions which could be ring-fenced for specific projects aimed at raising the environmental quality of the Central Area and addressing the needs of its users. This will encompass the Transport Strategy, including contributions towards the provision of the London Road/Hadlow Road Link that lies outside the Central Area.

POLICY TCA19 Prior to granting planning permission for development on sites within the Central Area, agreement will be reached with the Borough Council about an appropriate level of contribution towards the Tonbridge Central Area Regeneration Fund. The level of contribution will be determined in line with Government guidance, having regard to:

- a) the provision for Section 106 contributions required to meet other policy requirements as set out in this AAP and in the Core Strategy;
- b) the size of the site and the likely quantum of development;
- c) the likely benefit, whether direct or indirect, to be derived from the proposed improvements; and
- d) any individual site constraints which may need to be addressed in order to bring development forward.

7.8.3 A Supplementary Planning Document relating to developer contributions will be prepared which will provide guidance on the following matters:

- how the Fund is to be managed;
- the established thresholds for the calculation of developer contributions for different types of development;
- the method of calculating developer contributions;
- the programme of works to be funded; and
- an indicative timetable.

ANNEX A

DEVELOPMENT SITES

CAPACITY ESTIMATES

Policy TCA11 – Development Site Capacities

Ref	Site	Uses	Existing	Proposed	Change
TCA11(a)	Botany	Retail	22,791	32,016	+9,225
		Restaurant	0	2,000	+2,000
		Office	1,380	1,380	0
		Leisure	2,816	4,500	+1,684
		Community	3,838	4,522	684
		Housing	0	120	+120
TCA11(b)	Tonbridge Station	Retail	279	1,364	+1,085
		Housing	0	400	+400
TCA11(c)	River Walk West	Restaurant	0	840	840
		Office	1,232	0	-1,232
		Housing	0	6	+6
TCA11(d)	1-2 River Walk	Office	438	461	+23
		Housing	0	6	+6
TCA11(e)	Bradford Street south	Restaurant	0	1,195	+1,195
		Community	296	0	-296
		Housing	0	10	+10
TCA11(f)	River Lawn	Retail	0	763	+763
		Office	194	1,719	+1,525
		Leisure	1,145	0	-1,145
		Community	572	0	-572
		Housing	0	30	+30
TCA11(g)	Avebury Avenue	Housing	0	12	+12
		Sui Generis	1,038	0	-1,038
TCA11(h)	Tonbridge Library and adjacent area	Retail	752	2,612	+1,860
		Restaurant	675	455	-220
		Leisure	460	0	-460
		Community	789	0	-789
		Education	4,236	0	-4,236
		Housing	0	30	+30
TCA11(i)	Quarry Hill Road / Waterloo Road	Retail	1,475	1,219	-256
		Restaurant	201	0	-201
		Office	3,058	0	-3,058
		Leisure	248	0	-248
		Housing	0	100	+100
TCA11(j)	Sovereign House	Retail	0	903	+903
		Restaurant	0	517	+517
		Office	4,113	6,621	+2508
		Housing	0	80	+80
TCA11(k)	Waitrose / Iceland car park	Retail	6,343	6,343	0
		Housing	0	40	+40
TCA11(l)	Tannery Trading Estate	Employment	4,464	0	-4,464
		Housing	0	100	+100
TCA11(m)	Lyons Crescent	Employment	506	0	-506
		Housing	0	8	+8
TCA11(n)	Sovereign Way North	Housing	0	50	+50
TCA11(o)	Munday Works West	Employment	2,817	0	-2,817
		Housing	0	50	+50

Ref	Site	Uses	Existing	Proposed	Change
TCA11(p)	Avenue de Puy east	Employment	2,199	0	-2,199
		Leisure	1,698	0	-1,698
		Education	0	22,486	+22,486
TCA11(q)	Strawberry Vale	Employment	1,280	0	-1,280
		Housing	0	20	+20
TCA11(r)	Gas Works	Housing	0	80	+80
TCA11(s)	Cannon Lane	Office	0	1,820	+1,820
		Leisure	0	4,814	+4,814
		Housing	0	100	+100
TCA11(t)	Riverdale Estate	Office	0	3,546	+3,546
		Employment	2,198	0	-2198
TCA11(u)	Former Colas Site	Office	0	11,616	+11,616
TCA11(v)	Priory Road / Goldsmith Road junction west	Employment	2,640	0	-2,640
		Housing	0	30	+30
TCA11(w)	Priory Road / Goldsmith Road junction east	Employment	1,187	0	-1,187
		Housing	0	30	+30

Summary

Use	Existing	Proposed	Overall Change
Retail	31,640 sq m	45,220 sq m	+13,579 sq m
Restaurant	876 sq m	5,007 sq m	+4,131 sq m
Office	10,415 sq m	27,163 sq m	+16,748 sq m
Employment	17,291 sq m	0 sq m	-17,291 sq m
Leisure	6,367 sq m	9,314 sq m	+2,947 sq m
Community	5,495 sq m	4,522 sq m	-973 sq m
Education	4,236 sq m	22,486 sq m	+18,250 sq m
Housing	0 units	1,302 units	+1,302 units
Sui Generis	1,038 sq m	0 sq m	-1,038 sq m

Sites with Planning Permission

The following sites in the Central Area have outstanding planning permission. They are identified on the Proposals Map for information.

Reference	Site	Units	Comment
TM/04/0070/FL	Old Cannon Wharf , Medway Wharf Road	225	includes offices and internet café
TM/04/3054/FL	83,85,87 High Street	18	
TM/03/1890/FL	Cattle Market (Phase 1)	15	Under construction
TM/05/0648/FL	Cattle Market (Phase 2)	42	
TM/03/3629/FL	The Pavilion , High Street	14	
TM/04/0769/FL	172-174 High Street	12	
TM/05/0591/FL	2-4 Lyons Crescent	10	
TM/01/3282/FL	67-71 High Street	8	
TM/05/0308/FL	Deacon House The Slade	6	
	Total	350	

Outstanding Planning Applications

The following sites are subject to planning applications which were not determined at the date of submission of AAP. Again, they are shown on the Proposals Map for information.

Reference	Site	Units	Comments
TM/01/1444/OA	Douglas House and Olwen House, Quarry Hill Road	100	Already included under TCA11(i)
03/03456/FL	Land Rear Of 182 High Street	17	
04/02887/FL	Former Alsford Site Medway Wharf Road	64	sheltered apartments and manager's accommodation
04/03158/OA	Ashbys Yard Medway Wharf Road	68	includes dental surgery and parking

These applications are likely to be determined prior to the adoption of the Area Action Plan. If they are all approved and implemented, they will add a net additional 149 dwellings to the potential capacity of the Central Area.

The total potential dwelling capacity of the Central Area is therefore:

Planning permissions	350
Allocations	1302
<u>Outstanding applications (net)</u>	<u>149</u>
TOTAL	1801

ANNEX B

MONITORING

PERFORMANCE INDICATORS

Annex B

Performance Indicators

Definition of Indicators

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

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

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

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

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 2. Housing - significant amount, including the integration of family housing, to support sustainable regeneration						
2.1	Housing Trajectory for central Tonbridge	Core Output 2a	Not yet established for Tonbridge	Annual target of 71 dwellings per annum	Annually	TMBC - HIA
2.1	% of new dwellings completed above 50 dwellings per hectare	Core Output 2c(iii)	18% -Borough-Wide (2004/05)	Not established for Tonbridge - At least 25%	Annually	TMBC - HIA
2.2	% of new dwellings of 3 or more bedrooms	Local Indicator	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HIA
Theme 3. Leisure, Recreation & Community - new leisure opportunities to increase the appeal of the Central Area for both the local community and visitors to the town						
3.1	Amount of completed leisure development	Core Output 4a	Not yet collected	Not yet established	Annually	TMBC -
3.2	% of completed leisure development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established -	Annually	TMBC -
Theme 4. Employment - additional and more diverse employment opportunities, particularly B1 (offices) as part of mixed use development						
4.1	Amount of completed office development	Core Output 4a	Not yet collected	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.2	% of completed office development in Tonbridge town centre	Core Output 4b	Not yet established for Tonbridge	Not established - compliance with recommendations of ELR	Annually	TMBC - ELR
4.3	% of residents who think that for their local area, over the past three years, that job prospects have got better or stayed the same	Contextual	74.8% - Borough-Wide	80% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
4.4	% of young people (16-24 years old) in full-time education or employment	Contextual	85.6% - Borough-Wide	90% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)

No.	Indicator	Type	Baseline Data	Target and Date	Review	Source of Information
Theme 5. Transport - improving transport access and movement (see Tonbridge Central Area Spatial Strategy)						
5.1	% of development in Tonbridge within 400 metres of half hourly bus service	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - HLS ELS RLS
5.2	Number of planning applications with approved Travel Plans	Local	Not established for Tonbridge	Not established for Tonbridge	Annually	TMBC - DC
5.3	Length of cycling routes in Tonbridge completed	Local	No updated monitoring for Tonbridge	Not established for Tonbridge	Annually	KCC - Cycling Strategy for TMBC
5.4	% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same	Contextual	28.9% - Borough-Wide	37% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
5.5	% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same	Contextual	67.2% - Borough-Wide	78% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)
Theme 6. Health - scope for both public and private health provision						
6.1	% of residents who think that for their local area, over the past three years, that health services have got better or stayed the same	Contextual	73.3% - Borough-Wide	81% - Borough-Wide	Every three years	TMBC - Community Strategy Monitoring (BV Survey)

ANNEX C

DELIVERY AND IMPLEMENTATION

Delivery and Implementation

Development Proposals (Policy TCA11)

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA11(a) Botany	Borough Council (as land owner) County Council (if library is relocated) Sainsburys Highway Authority Housing Association(s) Environment Agency	0-5 years	Private Sector Housing Corporation LTP	The Borough Council owns most of the land in this area. It has prepared a Planning Brief to guide development. It has entered a partnership arrangement with Sainsburys for that company to take forward the development of the area in accordance with the terms of the Brief. The County Council is considering relocating the library within the development. A planning application is expected early in 2008. Development is expected to be completed by 2011/2012.
TCA11(b) Tonbridge Station Complex	Network Rail (as landowner) Private Sector development partner Housing Association(s) Highway Authority	0-5 years	Private Sector Housing Corporation LTP	Network Rail are investigating the feasibility and viability of promoting a major redevelopment of the station goods yard sites together with significant improvements to the station and transport interchange facilities. The redevelopment will include decked parking and a significant residential element with some retail development. A planning application is expected in 2008/09 with completion by 2011/2012
TCA11(c) River Walk West	Private Sector Housing Association (if appropriate)	0-5 years	Private Sector Housing Corporation (if appropriate)	This office building is on the market and has been vacant for some time. Informal approaches have been made to the Council about its conversion or redevelopment for a medical centre or residential development. In principle these uses are acceptable and the Council sees no reason

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				why its redevelopment or re-use should not take place in the short term. It is unlikely that any planning constraint will impede reuse or redevelopment of the building in view of the history of the site.
TCA11(d) 1-2 River Walk	Borough Council (as landowner) Private Sector development partner	5-10 years	Private Sector	The Borough Council owns this site and intends to pursue its redevelopment in the medium-term.
TCA11(e) Bradford Street South	Borough Council (as landowner) Private Sector development partner Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council owns this site and intends to dispose of it for development, which will include the retention of some public car parking. Community uses on the site will be relocated elsewhere in the town centre to a more suitable but equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period.
TCA11(f) River Lawn	Borough Council (as landowner) Private Sector development partner Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council owns part of this site and intends to dispose of it for development which should include the retention of some public car parking. Other community uses on the site will be relocated elsewhere in the town centre to an equally accessible location. It is anticipated that the Council will pursue the development of this site once development on the Botany area is underway. Disposal is expected prior to 2011 with development completed in the following period. Interest is already being shown in the redevelopment of sites on the eastern side of

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				River Lawn for housing and the Area Action Plan provides a context for the consideration of such proposals.
TCA11(g) Avebury Avenue	Private Sector Developer	5-10 years	Private Sector	This is not in an optimum location for a car showroom. Informal enquiries about its possible redevelopment for housing have already been received. The Council is confident that this site will come forward for development for housing well within the plan period. This would be entirely consistent with the conversion of other non-residential sites in the Avebury Avenue area to residential use over the last few years.
TCA11(h) Tonbridge Library & adjacent area	County Council (as land owner) Private Sector development partner	5-10 years	Private Sector	The County Council owns this site and is giving consideration to its redevelopment because the existing buildings do not adequately meet the needs of a modern library facility. The County Council is in discussion with the Borough Council about the possibility of incorporating a new library within the Botany Area development. If this happens then the site will be available for redevelopment for other purposes. If not, then it seems highly probable that the library site will be redeveloped or enhanced by the County Council within the plan period for a new or enhanced library and adult education centre with other enabling town centre development, including housing.
TCA11(i) Quarry Hill Road/Waterloo Road	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Borough Council has resolved to grant planning permission for 100 flats on this site, partly by conversion of existing buildings and partly new development. Interest has also recently been shown in the development of the site for a budget hotel but no firm proposals have been

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				made. The site is suitable for a variety of town centre uses. The landowner is clearly intent on progressing some form of development and is currently seeking to address the needs of current occupiers in order to make the site available for redevelopment. The Council is confident that development of this site will take place well within the plan period if not in the short term.
TCA11(j) Sovereign House	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site has recently been acquired for a mixed-use redevelopment including a substantial residential element. A planning application is expected in late 2007 or early in 2008.
TCA11(k) Waitrose/Iceland Car Park	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The Area Action Plan identifies the opportunity for residential development above the existing car park. The Council sees no reason why a development of this nature should not progress during the plan period, but in the absence of any known interest it has been programmed for the 5-10 year period. A third party suggested such an approach at the time of the initial stages of LDF production.
TCA11(l) Tannery Trading Estate	Private Sector Housing Association	10-15 years	Private Sector Housing Corporation	The Area Action Plan identifies the potential suitability of this employment site for residential redevelopment. It is in a prime location for such a use. It is accepted that as an occupied site it may not come forward for development during the plan period, but with relative land values and the redevelopment of all of the sites around it for residential purposes it seems highly likely that the market will respond to the opportunity. Under the circumstances it is

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				programmed for the post 10 year period, but it has been discounted from the overall housing yield of the town centre.
TCA11(m) Lyons Crescent	Private Sector	5-10 years	Private Sector	This is the last remaining small employment use on the riverside in Lyons Crescent which has seen progressive redevelopment for housing over the last few years. Whilst the Council is unaware of any current interest and acknowledges that the buildings are currently occupied by a small business, it sees no reason why the site should not ultimately be redeveloped for housing within the plan period. In the absence of known developer interest it has been programmed for the 5-10 year period. However, it is of note that to the west of this site at the former Hogs Head PH there is a proposal for residential development which confirms the continuing market interest in promoting the development of sites fronting onto the River Medway for housing. The Working Men's Club, also in Lyons Crescent, is likewise subject to a planning application for residential development.
TCA11(n) Sovereign Way North	Borough Council (as landowner) Private Sector development partner Housing Association	0-10 years	Private Sector Housing Corporation	This long-stay car park is in the ownership of the Borough Council, which intends to pursue its redevelopment for housing or other town centre use allied to the development of the Botany area. The timing of its release is linked to the timing of the Botany development.
TCA11(o) Munday Works West	Private Sector Housing Association	5-10 years	Private Sector Housing Corporation	The redevelopment of these commercial premises for housing is supported by the landowner. Redevelopment will depend upon the relocation of existing occupiers and

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				so it may not be immediately available. There is the possibility that it could be redeveloped jointly with the adjoining site owned by the Borough Council and this opportunity will be investigated by the Borough Council at the appropriate time.
TCA11(p) Avenue de Puy East	Borough Council (as part land owner) Private Sector	0-10 years	Private Sector	This is a mixed-use area in several ownerships (including the Borough Council's) which may not necessarily be redeveloped comprehensively, or in its entirety, during the plan period. The redevelopment of the indoor bowls centre is dependent upon the relocation of the existing facility. The Council confidently believes that all or part of this area will be developed during the plan period but because of the ownerships pattern and range of land uses on the site it is likely to be phased over a longer timescale. The Borough Council will take a pro-active stance, as partial land owner, in bringing forward an appropriate development package in the medium-term once the Botany area development is under way.
TCA11(q) Strawberry Vale	Private Sector Housing Association	-	Private Sector Housing Corporation	It is accepted that all of this area may not be developed for housing during the plan period, but the Area Action Plan provides a context should any development proposals come forward. It has accordingly been discounted from the housing land supply assessment.
TCA11(r) Gas Works	Private Sector Housing Association	-	Private Sector Housing Corporation	The Council has no indication from the land owner that the Gas Works will be available for development during the plan period, but there is still considerable market interest in promoting riverside residential developments. The Area

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				Action Plan therefore provides a context for any development proposals that come forward should the site be declared surplus to requirements. It has, however, not been counted in the housing land supply assessment.
TCA11(s) Cannon Lane	Private Sector Environment Agency (as part landowner) Housing Association	0-5 years	Private Sector Housing Corporation LTP	The site has recently been acquired and positive negotiations are currently progressing over a comprehensive proposal, incorporating land owned by the Environment Agency, for a mixed-use scheme in line with the Area Action Plan. A planning application is expected early in 2008. These proposals are likely to be acceptable in principle and the Council is therefore confident that development will progress on this site in the short-term.
TCA11(t) Riverdale Estate	Private Sector	-	Private Sector	It is accepted that this existing employment area may not necessarily be redeveloped for offices during the plan period. If it is, then the Area Action Plan provides an appropriate context for the consideration of any development proposals.
TCA11(u) Site at junction of Vale Rise and Cannon Lane	Private Sector	0-5 years	Private Sector LTP	The site, which has been vacant for a number of years, has recently been acquired by a development company. The Council in partnership with Locate in Kent took an active part in bringing the site, previously owned by Shell UK to the market. Extensive land reclamation work has been completed. Initial approaches have been made about the development of the site as a mixed-use scheme for hotel, offices, car sales, self-storage and small industrial units. Without prejudice to the Council's consideration of these proposals, the Council is confident that some form of

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
				acceptable development will take place on this site within the short-term. It will be required to contribute to the improvement of the Vale Rise junction.
TCA11(v) Priory Road/Goldsmith Road west	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	Informal approaches have already been made to the Council about the residential development of this site and representations have been made that its capacity could be as high as 150 units. Without prejudice to the Council's position on the scale and form of development on this site, it is confident that it will come forward for development in the short-term.
TCA11(w) Priory Road /Goldsmith Road east	Private Sector Housing Association	0-5 years	Private Sector Housing Corporation	This site is on the market. Informal approaches have been made to the Council about its residential redevelopment. The Council is confident that it will come forward for development in the short-term.
Environmental Improvements (Policy TCA10)				
TCA10.3(a) St Stephen's Place	Highway Authority Borough Council	10-15 years	LTP Borough Council Capital Plan/ Central Area Regeneration Fund	A longer-term scheme to be brought forward by the Highway Authority in association with the improvement to the junction (Policy TCA13(b) with a financial contribution towards the environmental enhancements from the Borough Council's Capital Plan and the Central Area Regeneration Fund.
TCA10.3(b) Station Gate	Network Rail/developer of the station sites	0-5 years	Direct developer funding	Major scheme to be brought forward in association with the redevelopment of the station car parks and the Botany

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
	Highway Authority Borough Council		LTP Central Area Regeneration Fund	area, supported by LTP funding and the Central Area Regeneration Fund. In the meantime, the County Council is preparing an interim scheme for early implementation to improve the station forecourt and interchange facilities.
TCA10.3(c) Riverside Gardens	Borough Council Developer of site TCA11(f)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of the Teen and Twenty Club and other land in this vicinity (Policy TCA11(f)) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(d) Garden of Remembrance	Borough Council Developer of site TCA11(e)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of the Bradford Street Car Park (Policy TCA11(e)) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(e) New Wharf Place	Borough Council Developer of site TCA11(d)	5-10 years	Direct developer funding Central Area Regeneration Fund.	Enhancements to take place in association with the redevelopment of 1-2 River Walk (Policy TCA11(d)) augmented as necessary by the Central Area Regeneration Fund.
TCA10.3(f) The lower High Street	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	A phased programme of improvements to be undertaken by the Highway Authority over the next 10 years, augmented by direct developer contributions and contributions from the Central Area Regeneration Fund.

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
TCA10.3(g) The upper High Street	Borough Council	5-10 years	Borough Council Capital Plan Central Area Regeneration Fund	Only minor improvements to the existing scheme are required and these are not an immediate priority.
TCA10.3(h) Strawberry Place	Borough Council Highway Authority Developers of sites TCA11(p) and (q)	5-10 years	Direct developer funding Central Area Regeneration Fund.	To be brought forward in association with the development of sites TCA11(p) and (q) augmented by the Central Area Regeneration Fund as necessary.
TCA10.3(i) Castle Place	Borough Council Highway Authority	0-5 years	Borough Council Capital Plan Central Area Regeneration Fund	To be brought forward by the Borough Council in association with the County Council following the completion of the Lansdowne Road Link.
TCA10.3(j) Medway Wharf Road junction	Highway Authority Borough Council	0-10 years	LTP Direct developer funding Central Area Regeneration Fund.	This is part of the phased programme of improvements to the High Street pursuant to Policies TCA10.3(f) and TCA13(a). Developer contributions have already been secured to enable traffic management measures to be brought forward in Medway Wharf Road that will enable the environmental enhancements to be implemented.
TCA10.3(k) Sovereign Way	Borough Council Developers and landowners of sites along Sovereign Way	0-15 years	Direct developer Funding Central Area Regeneration Fund	Enhancements provided directly in association with development proposals along Sovereign Way (TCA11(o), (p), (n) and (l)), augmented, as necessary, by the Central Area Regeneration Fund. General encouragement by the Borough Council for landowners to improve the

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

Proposal	Agency / Delivery Bodies	Timescale (completion)	Funding Source	Delivery Mechanism/ Progress
			Environment Agency Central Area Regeneration Fund	earmarked reserve of £100,000 in its Capital Plan for this project and in addition in the region of at least £195,000 is likely to be secured from development contributions from developments in the vicinity of Medway Wharf Road. Further funding streams will be investigated as necessary.
Transport Proposals (Policies TCA12, 13, 14 and 16)				
TCA12.1(a) Vale Road/High Street junction (including widening of Vale Road)	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with developer contributions from the development of the Botany area (TCA11(a) and the Station Goods Yard sites (TCA11(b))
TCA12.1(b) Bordyke/High Street junction	Highway Authority	5-10 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions
TCA12.1(c) Vale Road/Vale Rise junction	Highway Authority	0-5 years	LTP Developer contributions	To be brought forward by the Highway Authority with the assistance of developer contributions, particularly from the site TCA11(u).
TCA12.2 Review of signing strategy	Highway Authority	0-10 years	LTP Developer contributions	A review has already been undertaken and implemented, This will be kept under review and alterations made as necessary and as development proposals come forward that require revised signing.

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

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