

Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), a weaker role against purpose (b), and a stronger role against purpose (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs more strongly against purpose (c) as it is overall covered by much less development than the larger Stage 1 parcel, and consequently has a much more open and rural character.

The sub-area adjoins HI-04 and HI-06 to the north, and the wider Green Belt to the east, south and west. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. However, as the sub-area is visually enclosed by dense ancient woodland to the east and west and by a railway embankment to the south, its removal in isolation is not likely to introduce significant new urbanising influences to the wider Green Belt, and would not reduce the Green Belt's overall sense of openness. Any perception of sprawl and urban encroachment would be confined to the north, which already contains significant washed-over development and hence is already compromised in terms of performance on purpose (c) of safeguarding the countryside from urban encroachment.

The removal of the sub-area in combination with either HI-04 or HI-06 would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt and contribute to an irregular pattern of development, undermining the wider Green Belt's overall roles in preventing sprawl and safeguarding the countryside. As both HI-04 and HI-05 are perceptually linked to the settlement of Hildenborough by washed-over development to the north-east and east, their removal alongside the sub-area would contribute to a perception of sprawl from Hildenborough, undermining the wider Green Belt's role in preventing sprawl and safeguarding the openness of the countryside. As HI-04 and HI-06 also both sit at the crest of a slight ridgeline which descends to the south, their removal may result in increased views of development from the wider countryside to the south, although these are likely to be limited by the railway embankment to the south, and dense ancient woodland to the south-east and south-west, which would provide prominent visual buffers. As both HI-04 and HI-06 are already largely developed, their removal alongside the sub-area would not be likely to introduce significant new urbanising influences to the surrounding Green Belt, and would not be likely to result in additional impacts on the wider Green Belt's sense of openness.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-06, HI-08, HI-09, HI-10, HI-11), the removal of the sub-area would create a 'hole' in the Green Belt which would undermine the integrity of the wider Green Belt. The removal of the cluster would give the surrounding Green Belt a stronger role in preventing sprawl as it would now be located on the edge of development. However, the cluster is predominantly bounded in all directions by prominent physical features (Noble Tree Road to the north, dense ancient woodland to the south-east, a railway line to the south, and Rings Hill to the west) which would act as barriers to further sprawl, and therefore the wider Green Belt's role in preventing sprawl is not likely to be significantly impacted. The cluster is largely visually enclosed from the wider countryside, with dense woodland to the east and west, and mature treelines to the north preventing any strong visual connection to the surrounding countryside in these directions. Additionally, the topography of the cluster contributes further to its visual enclosure, as the cluster is generally low-lying and flat to the north, with a descending slope to the south meaning that the railway line on an embankment to the south significantly limits any visual relationship between the cluster and the wider countryside in this direction. Consequently, the removal of the cluster is not likely to introduce significant new urbanising influences to the neighbouring Green Belt, and would not significantly impact the wider Green Belt's sense of openness. If the cluster was removed, a 'finger' of Green Belt covering an area of ancient woodland between HI-10 and HI-07 would be enclosed by the cluster, which would produce an irregular Green Belt boundary if not also removed.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with neighbouring sub-areas is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable, but are not necessarily likely to be permanent. If the sub-area was removed, the new inner Green Belt boundaries would not meet the NPPF definition and would require strengthening.
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Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Sub-area: **HI-08**

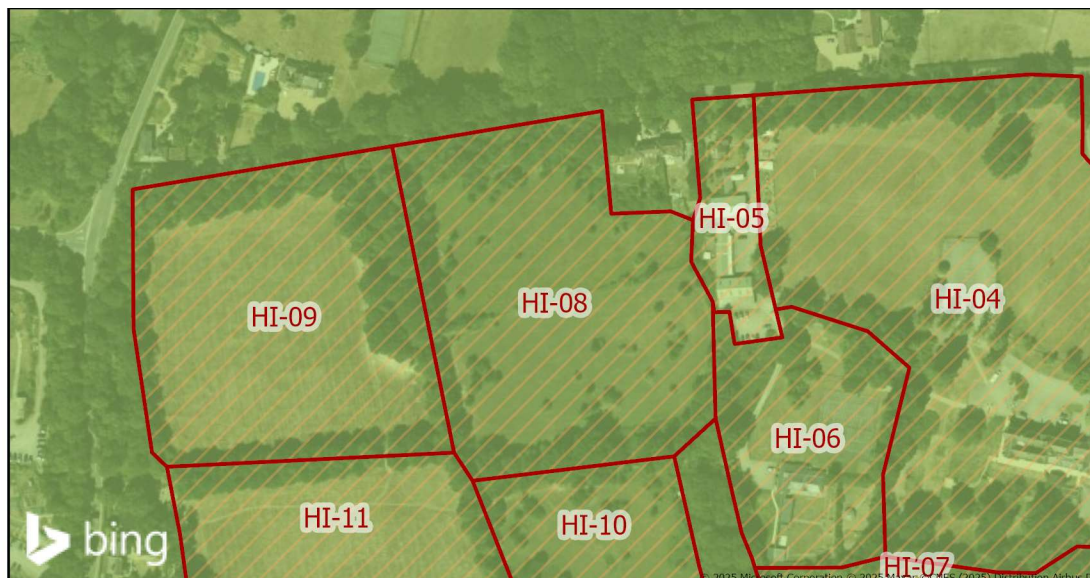
Location: West of Hildenborough

Area (ha): 2.44

Legend

-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 130 m



Boundaries

The sub-area is bounded by a Noble Tree Road and woodland to the north, a dispersed tree line to the east, woodland to the south and woodland to the west. Inner boundaries: none. Outer boundaries: north, east, south, west.



Looking west from the southern boundary of the sub-area across an open field.



Looking south from the northern boundary across an open field.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, July 2025).

Assessment of sub-area against NPPF Purposes (a) - (d)

Sub-area Assessment Summary

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	5	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	The sub-area is not covered by any built form. The sub-area comprises an open field with a low permeable fence dividing it into northern and southern halves. The sub-area is surrounded by dense woodland to the west, north and south which provides a high level of visual enclosure to Noble Tree Road to the north. To the east the sub-area is bounded by a dispersed tree line providing views to the adjacent land uses of daycare and stables, which provide some urbanising influences. Overall, the sub-area has a strongly unspoilt rural character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), a weaker role against purpose (b), and a stronger role against purpose (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs more strongly against purpose (c) as it is overall covered by much less development than the larger Stage 1 parcel, and consequently has a much more open and rural character.

The sub-area adjoins HI-05 and HI-06 to the east, HI-10 to the south, HI-11 to the south-west, HI-09 to the west, and the wider Green Belt to the north. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. As the sub-area is perceptually linked to the settlement of Hildenborough by washed-over development and urban land uses to the east, the removal of the sub-area would contribute to a perception of sprawl from Hildenborough, undermining the wider Green Belt's role in preventing sprawl and safeguarding the openness of the countryside. However, as the sub-area is strongly visually enclosed to the south, west and north by mature treelines, and adjoins washed-over development to the east, its removal is not likely to introduce significant new urbanising influences to the wider Green Belt, and would not undermine the wider Green Belt's overall sense of openness, or performance with respect to purpose (c).

The release of the sub-area in combination with any of HI-05, HI-06, HI-09, HI-10 or HI-11 would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt and contribute to an irregular pattern of development, undermining the wider Green Belt's overall roles in preventing sprawl and safeguarding the countryside. The impact of this would be particularly strong if the sub-area was removed alongside either HI-06 or HI-11, which would produce particularly irregular Green Belt boundaries. If the sub-area was removed in combination with HI-09, Noble Tree Road to the north and Rings Hill to the west would provide prominent barriers to further sprawl, and the railway embankment would also fulfil this function towards the south, so the impact of the removal of HI-09 alongside the sub-area would be limited with regard to the wider Green Belt's role in preventing sprawl. As both HI-05 and HI-06 are already largely developed, their removal alongside the sub-area would not be likely to introduce significant new urbanising influences to the surrounding Green Belt, and would not be likely to result in additional impacts on the wider Green Belt's sense of openness. In addition, HI-09, HI-10 and HI-11 are all significantly visually enclosed from the wider Green Belt as they have predominantly low-lying and flat topography, and are bounded by mature treelines and dense woodland on all sides. The removal of the sub-area in combination with any of HI-09, HI-10 or HI-11 is also therefore not likely to bring new urbanising influences to the wider Green Belt, or significantly impact on the Green Belt's overall sense of openness.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-06, HI-07, HI-09, HI-10, HI-11), the removal of the sub-area would create a 'hole' in the Green Belt which would undermine the integrity of the wider Green Belt. The removal of the cluster would give the surrounding Green Belt a stronger role in preventing sprawl as it would now be located on the edge of development. However, the cluster is predominantly bounded in all directions by prominent physical features (Noble Tree Road to the north, dense ancient woodland to the south-east, a railway line to the south, and Rings Hill to the west) which would act as barriers to further sprawl, and therefore the wider Green Belt's role in preventing sprawl is not likely to be significantly impacted. The cluster is largely visually enclosed from the wider countryside, with dense woodland to the east and west, and mature treelines to the north preventing any strong visual connection to the surrounding countryside in these directions. Additionally, the topography of the cluster contributes further to its visual enclosure, as the cluster is generally low-lying and flat to the north, with a descending slope to the south meaning that the railway line on an embankment to the south significantly limits any visual relationship between the cluster and the wider countryside in this direction. Consequently, the removal of the cluster is not likely to introduce significant new urbanising influences to the neighbouring Green Belt, and would not significantly impact the wider Green Belt's sense of openness. If the cluster was removed, a 'finger' of Green Belt covering an area of ancient woodland between HI-10 and HI-07 would be enclosed by the cluster, which would produce an irregular Green Belt boundary if not also removed.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with neighbouring sub-areas is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable, but are not necessarily likely to be permanent. If the sub-area was removed, the new inner Green Belt boundaries would not meet the NPPF definition and would require strengthening.
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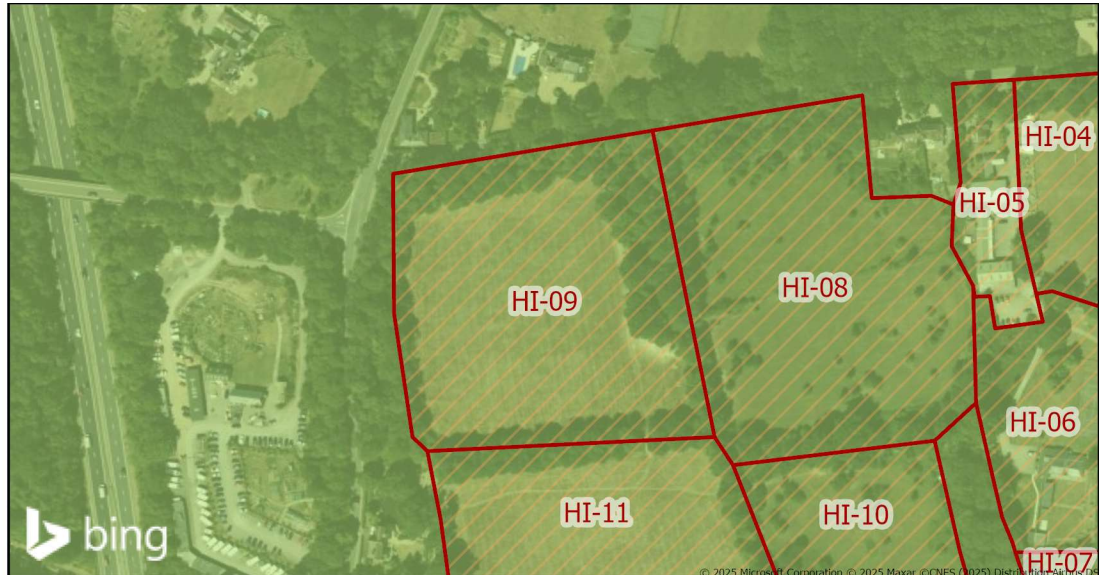
Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Legend

-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 130 m



Boundaries

The sub-area is bounded by a mature tree line to the south and east, Rings Hill Road, across an area of woodland to the west, and Noble Tree Road to the north, across a mature tree line. Inner boundaries: none. Outer boundaries: north, east, south, west.



Looking west from the eastern boundary of the sub-area, across an open field,



Looking south-west from the eastern boundary of the sub-area, across an open field.



Looking north from the eastern boundary of the sub-area, across an open field.



Looking south from the north-eastern corner of the sub-area over a track towards an open field.

Assessment of sub-area against NPPF Purposes (a) - (d)
Sub-area Assessment Summary

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	5	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	The sub-area is not covered by any built form. The sub-area comprises an open field, surrounded by dense woodland on all sides which provides a high level of visual enclosure to Noble Tree Road to the north and Rings Hill to the west. Overall, the sub-area has a strongly unspoilt rural character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), a weaker role against purpose (b), and a stronger role against purpose (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs more strongly against purpose (c) as it is overall covered by much less development than the larger Stage 1 parcel, and consequently has a much more open and rural character.

The sub-area adjoins HI-08 to the east, HI-11 to the south, wider Green Belt to the north and west. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. However, as the sub-area is visually enclosed strongly on all sides by mature treelines, the perception of sprawl and urban encroachment would be significantly limited and the surrounding Green Belt would continue to perform well in terms of safeguarding against urban encroachment and maintaining openness.

The release of the sub-area in combination with either HI-08 or HI-11 would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt and contribute to an irregular pattern of development, undermining the wider Green Belt's overall roles in preventing sprawl and safeguarding the countryside. However, due to the presence of Noble Tree Road to the north, Rings Hill to the west, and the railway embankment to the south, which all act as prominent barriers to further sprawl, the removal of the sub-area alongside either HI-08 or HI-11 would have a more limited impact with regard to the wider Green Belt's role in preventing sprawl and safeguarding the countryside from encroachment. HI-08 and HI-11 are additionally significantly visually enclosed from the wider Green Belt as they have predominantly low-lying and flat topography, and are bounded by mature treelines and dense woodland on all sides. The removal of the sub-area in combination with any HI-08 or HI-11 is therefore not likely to bring new urbanising influences to the wider Green Belt, or significantly impact on the Green Belt's overall sense of openness.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-06, HI-07, HI-08, HI-10, HI-11), the removal of the sub-area would create a 'hole' in the Green Belt which would undermine the integrity of the wider Green Belt. The removal of the cluster would give the surrounding Green Belt a stronger role in preventing sprawl as it would now be located on the edge of development. However, the cluster is predominantly bounded in all directions by prominent physical features (Noble Tree Road to the north, dense ancient woodland to the south-east, a railway line to the south, and Rings Hill to the west) which would act as barriers to further sprawl, and therefore the wider Green Belt's role in preventing sprawl is not likely to be significantly impacted. The cluster is largely visually enclosed from the wider countryside, with dense woodland to the east and west, and mature treelines to the north preventing any strong visual connection to the surrounding countryside in these directions. Additionally, the topography of the cluster contributes further to its visual enclosure, as the cluster is generally low-lying and flat to the north, with a descending slope to the south meaning that the railway line on an embankment to the south significantly limits any visual relationship between the cluster and the wider countryside in this direction. Consequently, the removal of the cluster is not likely to introduce significant new urbanising influences to the neighbouring Green Belt, and would not significantly impact the wider Green Belt's sense of openness. If the cluster was removed, a 'finger' of Green Belt covering an area of ancient woodland between HI-10 and HI-07 would be enclosed by the cluster, which would produce an irregular Green Belt boundary if not also removed.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with neighbouring sub-areas is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable, but are not necessarily likely to be permanent. If the sub-area was removed, the new inner Green Belt boundaries would not meet the NPPF definition and would require strengthening.
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Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Sub-area: **HI-10**

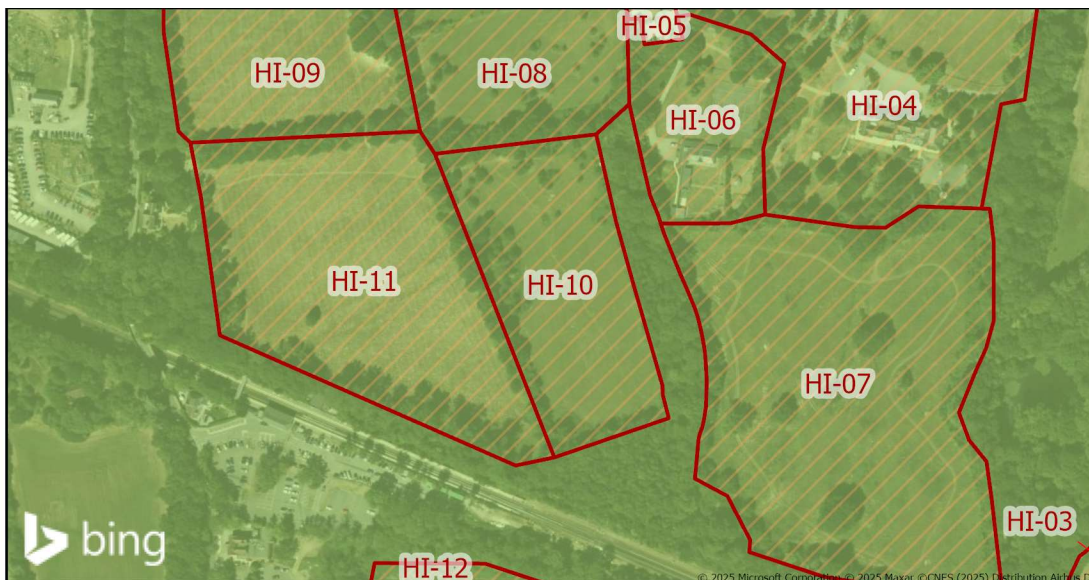
Location: South-west of Hildenborough

Area (ha): 1.88

Legend

-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 160 m



Boundaries

The sub-area is bounded by mature tree lines to the north, east, south and west. Inner boundaries: none. Outer boundaries: north, east, south, west.



Looking west from the north-eastern boundary of the sub-area across an open field.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, July 2025).

Assessment of sub-area against NPPF Purposes (a) - (d)**Sub-area Assessment Summary**

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	5	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	The sub-area is not covered by any built form. The sub-area comprises an open field, surrounded by dense woodland on all sides which provides a high level of visual enclosure. Overall, the sub-area has a strongly unspoilt rural character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), a weaker role against purpose (b), and a stronger role against purpose (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs more strongly against purpose (c) as it is overall covered by much less development than the larger Stage 1 parcel, and consequently has a much more open and rural character.

The sub-area adjoins HI-08 to the north, HI-11 to the west, and wider Green Belt to the east and south. The release of the sub-area in isolation would create a 'hole' in the Green Belt, harming its overall integrity. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. However, as the sub-area is visually enclosed strongly on all sides by mature treelines and dense ancient woodland, the perception of sprawl and urban encroachment would be significantly limited and the surrounding Green Belt would continue to perform well in terms of safeguarding against urban encroachment and maintaining openness.

The release of the sub-area in combination with either HI-08 or HI-11 would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt and contribute to an irregular pattern of development, undermining the wider Green Belt's overall roles in preventing sprawl and safeguarding the countryside. If the sub-area was removed alongside HI-11, the area of ancient woodland to the east, the railway line to the south, and Rings Hill to the west would all provide prominent barriers to further sprawl, so the overall impact on the wider Green Belt's role in safeguarding the countryside is likely to be limited in these directions. Additionally, both HI-08 and HI-11 are significantly visually enclosed from the wider Green Belt as they have predominantly low-lying and flat topography, and are bounded by mature treelines and dense woodland on all sides. The removal of the sub-area in combination with either HI-08 or HI-11 is therefore not likely to bring new urbanising influences to the wider Green Belt, or significantly impact on the Green Belt's overall sense of openness.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-06, HI-07, HI-08, HI-09, HI-11), the removal of the sub-area would create a 'hole' in the Green Belt which would undermine the integrity of the wider Green Belt. The removal of the cluster would give the surrounding Green Belt a stronger role in preventing sprawl as it would now be located on the edge of development. However, the cluster is predominantly bounded in all directions by prominent physical features (Noble Tree Road to the north, dense ancient woodland to the south-east, a railway line to the south, and Rings Hill to the west) which would act as barriers to further sprawl, and therefore the wider Green Belt's role in preventing sprawl is not likely to be significantly impacted. The cluster is largely visually enclosed from the wider countryside, with dense woodland to the east and west, and mature treelines to the north preventing any strong visual connection to the surrounding countryside in these directions. Additionally, the topography of the cluster contributes further to its visual enclosure, as the cluster is generally low-lying and flat to the north, with a descending slope to the south meaning that the railway line on an embankment to the south significantly limits any visual relationship between the cluster and the wider countryside in this direction. Consequently, the removal of the cluster is not likely to introduce significant new urbanising influences to the neighbouring Green Belt, and would not significantly impact the wider Green Belt's sense of openness. If the cluster was removed, a 'finger' of Green Belt covering an area of ancient woodland between HI-10 and HI-07 would be enclosed by the cluster, which would produce an irregular Green Belt boundary if not also removed.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with neighbouring sub-areas is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable, but are not necessarily likely to be permanent. If the sub-area was removed, the new inner Green Belt boundaries would not meet the NPPF definition and would require strengthening.
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Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Sub-area: HI-11

Location: South-west of Hildenborough

Area (ha): 3.19

Legend

-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 160 m



Boundaries

The sub-area is bounded by mature tree lines to the east and north, a mature tree line to Rings Hill Road to the east and a mature tree line to a railway line to the south. Inner boundaries: none. Outer boundaries: north, east, south, west.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, July 2025).

Assessment of sub-area against NPPF Purposes (a) - (d)
Sub-area Assessment Summary

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	5	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	NOTE: Unable to access the interior of the sub-area. This assessment has been completed largely from aerial photography. The sub-area is not covered by any built form. The sub-area comprises an open field, surrounded by dense woodland on all sides which provides a high level of visual enclosure to both Rings Hill to the west and Hildenborough station to the south. Overall, the sub-area has a strongly unspoilt rural character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), a weaker role against purpose (b), and a stronger role against purpose (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs more strongly against purpose (c) as it is overall covered by much less development than the larger Stage 1 parcel, and consequently has a much more open and rural character.

The sub-area adjoins HI-09 to the north, HI-08 to the north-east, HI-10 to the east, and the wider Green Belt to the south and west. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. However, as the sub-area is visually enclosed strongly on all sides by mature treelines and dense ancient woodland, the perception of sprawl and urban encroachment would be significantly limited and the surrounding Green Belt would continue to perform well in terms of safeguarding against urban encroachment and maintaining openness.

The release of the sub-area in combination with any of HI-08, HI-09 or HI-10 would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt and contribute to an irregular pattern of development, undermining the wider Green Belt's overall roles in preventing sprawl and safeguarding the countryside. The impact of this would be particularly strong if the sub-area was removed alongside HI-08, which would produce a particularly irregular Green Belt boundary, and would contribute to a perception of sprawl from Hildenborough as HI-08 is perceptually linked to Hildenborough by washed-over development and urban land uses to the east. However, if the sub-area was removed alongside HI-09 or HI-10, the area of ancient woodland to the east, the railway line to the south, Rings Hill to the west and Noble Tree Road would all provide prominent barriers to further sprawl, so the overall impact on the wider Green Belt's role in safeguarding the countryside is likely to be limited in these directions. Additionally, HI-09 and HI-10 are significantly visually enclosed from the wider Green Belt as they have predominantly low-lying and flat topography, and are bounded by mature treelines and dense woodland on all sides. The removal of the sub-area in combination with any of HI-09 or HI-10 is therefore not likely to bring new urbanising influences to the wider Green Belt, or significantly impact on the Green Belt's overall sense of openness.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-06, HI-07, HI-08, HI-09, HI-11), the removal of the sub-area would create a 'hole' in the Green Belt which would undermine the integrity of the wider Green Belt. The removal of the cluster would give the surrounding Green Belt a stronger role in preventing sprawl as it would now be located on the edge of development. However, the cluster is predominantly bounded in all directions by prominent physical features (Noble Tree Road to the north, dense ancient woodland to the south-east, a railway line to the south, and Rings Hill to the west) which would act as barriers to further sprawl, and therefore the wider Green Belt's role in preventing sprawl is not likely to be significantly impacted. The cluster is largely visually enclosed from the wider countryside, with dense woodland to the east and west, and mature treelines to the north preventing any strong visual connection to the surrounding countryside in these directions. Additionally, the topography of the cluster contributes further to its visual enclosure, as the cluster is generally low-lying and flat to the north, with a descending slope to the south meaning that the railway line on an embankment to the south significantly limits any visual relationship between the cluster and the wider countryside in this direction. Consequently, the removal of the cluster is not likely to introduce significant new urbanising influences to the neighbouring Green Belt, and would not significantly impact the wider Green Belt's sense of openness. If the cluster was removed, a 'finger' of Green Belt covering an area of ancient woodland between HI-10 and HI-07 would be enclosed by the cluster, which would produce an irregular Green Belt boundary if not also removed.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with neighbouring sub-areas is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable, but are not necessarily likely to be permanent. If the sub-area was removed, the new inner Green Belt boundaries would not meet the NPPF definition and would require strengthening.
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Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Sub-area: HI-12

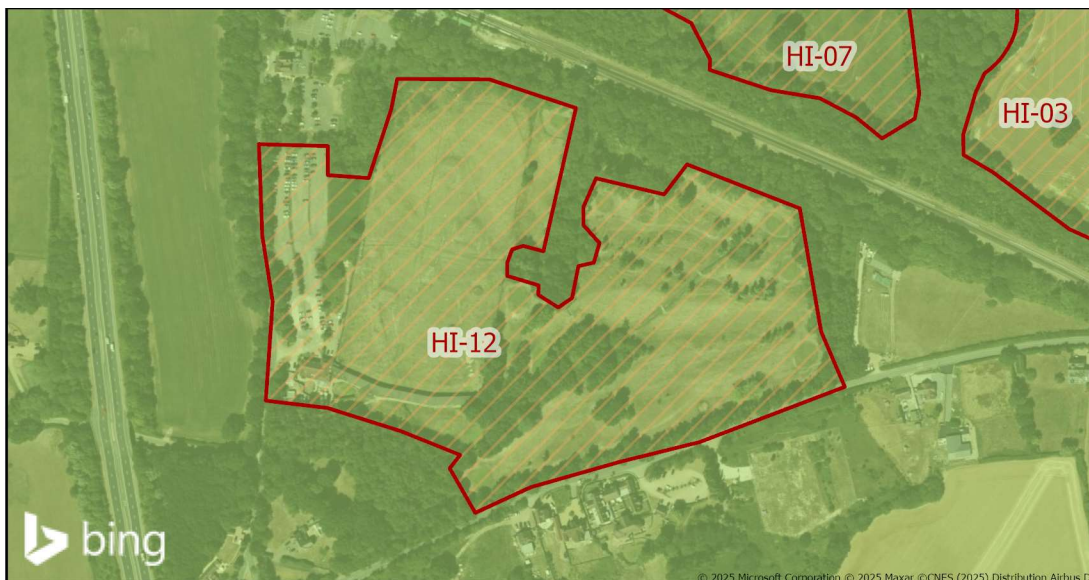
Location: South-west of Hildenborough

Area (ha): 9.97

Legend

-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 200 m



Boundaries

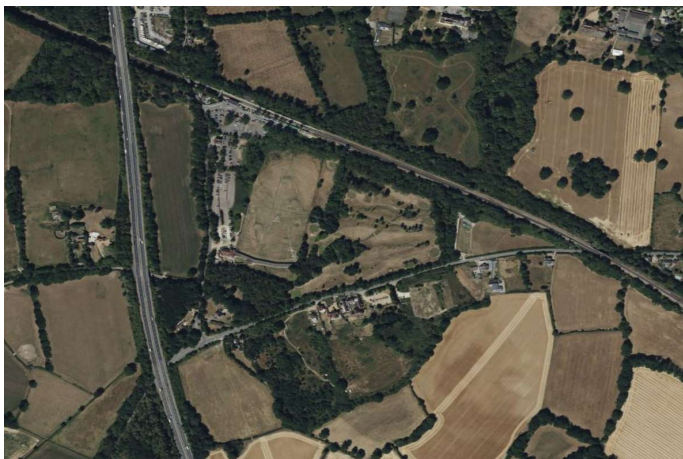
The sub-area is bounded by woodland to the north by a road to the west, an area of woodland to the south, a road to the south east and an area of woodland to the west. Inner boundaries: none. Outer boundaries: east, south and west.



Looking south-west from the eastern boundary towards a golf course.



Looking north-east from the south-western corner towards a driving range.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, July 2025).

Assessment of sub-area against NPPF Purposes (a) - (d)
Sub-area Assessment Summary

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	2	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	Approximately 3% of the sub-area is covered by built form, comprising buildings associated with a driving range. The sub-area predominantly consists of a golf course and areas of hardstanding to the west, in use as car parking. The managed nature of the golf course contributes to a more managed character across the sub-area, as does the car park and the clubhouse buildings. The sub-area is surrounded by dense woodland to the east, north and south, preventing wider views of the surrounding countryside. Overall, the sub-area has a semi-urban character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area performs weakly against the purposes overall. The sub-area performs weakly against purpose (c), and does not meet purposes (a), (b) or (d).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P22	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purposes (a) and (d), and a weaker role against purposes (b) and (c) compared to the Stage 1 parcel. The sub-area performs a weaker role against purpose (b) due to the sub-area comprising a much smaller part of the gap between Tonbridge and Sevenoaks than the larger Stage 1 parcel. The sub-area performs a weaker role against purpose (c) as it contains more development and urban land uses than the larger Stage 1 parcel, and therefore has a less open and rural character.

The sub-area adjoins wider Green Belt to the north, east, south and west. The removal of the sub-area in isolation would create a 'hole' in the Green Belt, which would threaten the integrity of the wider Green Belt. The removal of the sub-area would also impact the performance of the wider Green Belt in safeguarding the countryside from encroachment by contributing to an irregular pattern of development. However, the railway line to the north, Stocks Green Road to the south-east, and Rings Hill to the west represent prominent physical barriers to further sprawl, so the removal of the sub-area is therefore not likely to significantly undermine the wider Green Belt's overall role in safeguarding the countryside from encroachment, and is not likely to significantly impact the role of the surrounding Green Belt with regard to preventing sprawl. In addition, the sub-area is significantly visually enclosed from the surrounding countryside. Its predominantly low-lying and flat topography, and the presence of mature treelines and areas of woodland to the east, south and west, and a railway embankment to the north, substantially limit any visual connection between the sub-area and the surrounding countryside. Consequently, the removal of the sub-area is not likely to bring significant new urbanising influences to the surrounding Green Belt, is not likely to impact the surrounding Green Belt's role with respect to purpose (c), and is not likely to undermine the wider Green Belt's overall sense of openness. The removal of the sub-area would enclose a 'finger' of Green Belt covering an area of ancient woodland within the centre of the sub-area, which would constitute an irregular Green Belt boundary if not also removed alongside the sub-area.

Summary of wider assessment

Overall, the sub-area plays a less important role with respect to the Stage 1 parcel, but its release in isolation is likely to significantly harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	There are no inner boundaries. The outer boundaries are predominantly readily recognisable but are in part not necessarily likely to be permanent. If the sub-area was released in isolation, the new inner Green Belt boundary would not meet the NPPF definition and would require strengthening.
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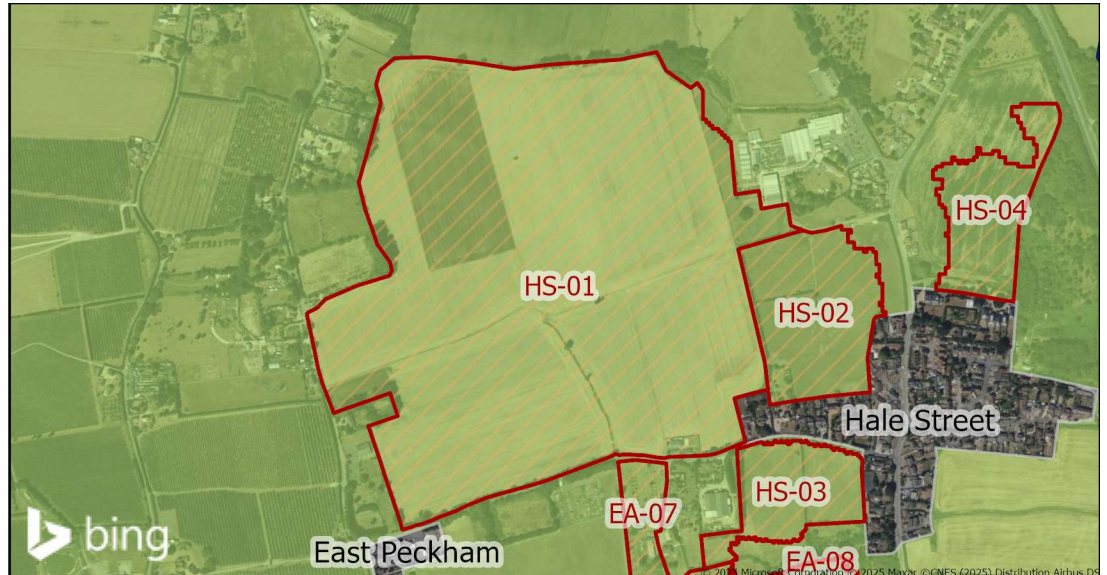
Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs weakly against the NPPF purposes but makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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Legend

-  Local Authority Boundaries
-  Neighbouring Green Belt
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 400 m



Boundaries

The sub-area is bounded by mature and dispersed treelines to the north, by a stream and the edge of built form to the north-east, and by a mature tree line to the east. The boundary follows the regular backs of properties within Hale Street to the south-east, Church Lane to the south, and mature and dispersed tree lines to the south-west and north-west, with a small part of the west boundary following Bush Road. Inner boundaries: south-east, south-west. Outer boundaries: north, north-east, east, south, west, north-west.



Looking east from the southern boundary towards Hale Street.



Looking west from the centre of the sub-area, with views of agricultural land and Holy Trinity Church, East Peckham



Looking north-west from the centre of the sub-area, showing agricultural land, a drainage ditch, and power lines.



Looking north-east from the centre of the sub-area, showing agricultural land, power lines, and farm buildings.

Assessment of sub-area against NPPF Purposes (a) - (d)
Sub-area Assessment Summary

Sub-area scores	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	5	0
	NO	0			

Purpose (a) To check the unrestricted sprawl of large built-up areas

(a) Land parcel is located at the edge of a large built-up area	The sub-area is not at the edge of a large built-up area in physical or perceptual terms.
(b) Prevents the outward, irregular spread of a large built-up area and serves as a barrier at the edge of a large built-up area in the absence of another durable boundary	The sub-area does not meet purpose (a).

Purpose (b) To prevent neighbouring towns merging into one another

Restricts development that would result in merging of or significant erosion of the gap between neighbouring built-up areas	Due to its distance from any relevant towns, the sub-area makes no discernible contribution to the separation of towns in physical or perceptual terms.
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Purpose (c) To assist in safeguarding the countryside from encroachment

Protects the openness of the countryside and is least covered by development	Less than 1% of the sub-area is covered by built form. The built form comprises residential buildings to the south-east and buildings associated with agricultural use to the north-east. The rest of the sub-area comprises open fields divided in places by drainage ditches. The sub-area has flat topography, allowing for unbroken views to the adjacent settlements to the south-east and south-west. There are minor urbanising influences from surrounding built form in all directions, and from power lines crossing the sub-area. Overall, the sub-area has a strongly unspoilt rural character.
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Purpose (d) To preserve the setting and special character of historic towns

Protects land which provides immediate and wider context for a historic place, including views and vistas between the place and surrounding countryside	The sub-area does not abut an identified historic town or provide views to a historic town and does not meet this purpose.
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Summary of assessment of sub-area against NPPF purposes (a) - (d)

The sub-area meets the purposes strongly overall. The sub-area does not meet purposes (a), (b) or (d), but performs strongly against purpose (c).

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P19	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	5	3	0
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs similarly against purposes (a) and (d) compared to the Stage 1 parcel, performs more weakly against purpose (b), and more strongly against purpose (c). The sub-area performs a weaker role against purpose (b) compared with the Stage 1 parcel because of its much smaller size when compared to the larger Stage 1 parcel, which gives it a lesser role in maintaining the gap between any two towns. The sub-area performs more strongly against purpose (c) as is overall less covered by development than the larger Stage 1 parcel therefore having a more open and rural character.

The sub-area adjoins HS-02 to the east, faces HS-03 and EA-07 across Church Lane to the south-east, and adjoins wider Green Belt to the north, south and west. The release of the sub-area in isolation would constitute significant irregular and disproportionate sprawl of the settlements of Hale Street and East Peckham, causing the settlements to merge. This would result in a more significant enclosure of a wider area of Green Belt to the south, between East Peckham and Hale Street, including EA-05, EA-06, EA-07, EA-08 and HS-03. This enclosure would significantly diminish the role of the Green Belt in this location in preventing sprawl and in safeguarding the openness of the countryside, consequently undermining the overall performance of the wider Green Belt in this regard. The release of the sub-area would also enclose HS-02, significantly diminishing its role with regards to preventing sprawl, and its sense of openness. The release of the sub-area would be a significant introduction of development into previously undeveloped countryside, and would introduce new urbanising influences to the north and west, harming the surrounding Green Belt's performance with regards to purpose (c) and reducing the wider Green Belt's overall openness.

In combination with HS-02, the release of the sub-area would constitute a significant introduction of development into previously undeveloped countryside and bring additional new urbanising influences to the surrounding Green Belt, undermining the wider Green Belt's overall openness and role in safeguarding the countryside from encroachment.

Summary of wider assessment

Overall, the sub-area plays an important role with respect to the Stage 1 parcel, and its release in isolation or in combination with HS-02 would harm the performance of the wider Green Belt.

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	The inner boundaries of the sub-area are predominantly readily recognisable and likely to be permanent. The outer boundaries are partly readily recognisable and likely to be permanent, with parts that are either not readily recognisable or not necessarily likely to be permanent. If the sub-area was released in isolation, the new inner boundaries of the Green Belt would not meet the NPPF definition. The new boundary would require strengthening.
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Categorisation & Recommendation

Sub-area category & recommendation	The sub-area performs strongly against the NPPF purposes and makes an important contribution to the wider Green Belt. Not recommended for further consideration.
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