

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 lines to the north, by a strip of woodland to the east, by the edge of the Hildenborough built-up area to the south, and by Riding Lane to the west. Inner boundary: south. Outer boundary: north, east and west.



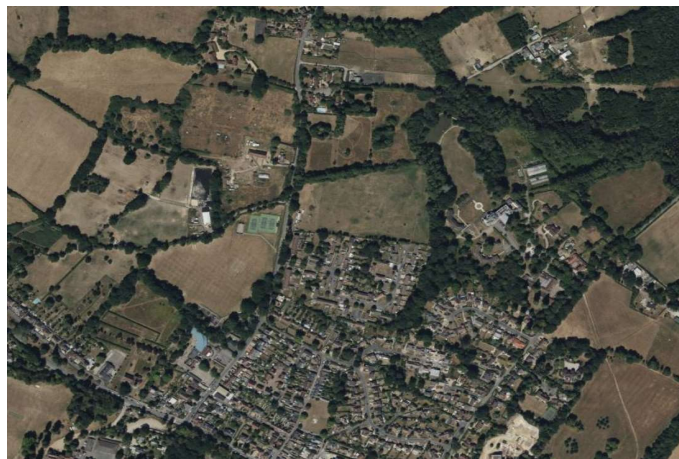
Looking east from the south-western corner of the sub-area, across a field used for car parking.



Looking north from the south-western corner of the sub-area, showing a field and minor temporary structures.



Looking east from the north-western corner of the sub-area, showing 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 predominantly consists of a flat open field containing some minor temporary structures, including storage containers and a caravan. There are minor urbanising influences from neighbouring residential buildings. The largely flat topography and surrounding mature tree lines prevent any views to the wider countryside. 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 P21	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	3	3	1
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs a similar role against purpose a, a weaker role against purposes (b) and (d), 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. It performs a stronger role against purpose (c) as it is overall much less covered by development than the larger Stage 1 parcel, and therefore has a more open and rural character. It performs a weaker role against purpose (d) because it is not in proximity to a historic town, whereas the large Stage 1 parcel extends to form part of the setting of the historic town of Tonbridge.

The sub-area does not adjoin any other sub-area, and is surrounded by the wider Green Belt to the north, east and west. The removal of the sub-area in isolation would be in keeping with existing development form, and would not represent disproportionate sprawl of Hildenborough, although the surrounding Green Belt would be given a more important role in preventing sprawl as it would now be located at the settlement edge. However, due to washed-over development to the east and west of the sub-area, the surrounding Green Belt already plays a reduced role in safeguarding the countryside from encroachment, so in practice the removal of the sub-area would not be likely to impact the wider Green Belt's openness or its role in preventing sprawl. The existing washed-over development, combined with the sub-area's strong visual enclosure resulting from its flat topography and mature tree lines to the north, east and west, mean its removal is unlikely to bring significant additional urbanising influences to the wider Green Belt and any perception of sprawl will be significantly reduced.

Summary of wider assessment

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

Boundary Assessment

Commentary on boundary features and impact on Green Belt boundary strength	The inner boundary of the sub-area is readily recognisable and likely to be permanent. The outer boundaries of the sub-area are predominantly readily recognisable but not necessarily likely to be permanent. If the sub-area was released, the new inner Green Belt boundary 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, but makes a less important contribution to the wider Green Belt. Recommended for further consideration in isolation as RA-012.
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Recommended Area Map

Legend

-  Recommended Areas
-  Recommended in Combination
-  Settlements
-  Local Authority Boundaries
-  Tonbridge & Malling Green Belt
-  Neighbouring Green Belt



Legend

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

0 130 m



Boundaries

The sub-area is bounded to the north, east, south and south west by mature hedgerows, and to the west by an area of woodland. Inner boundaries: north. Outer boundaries: east, south, west.



Looking south from the northern boundary into the sub-area, showing a paved driveway leading to a paved parking area with grass/gardens and residential buildings.



Looking west from the northern boundary, showing a paved parking area and driveway, residential buildings, gardens, a wooden fence and woodland behind.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, May 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 8% of the sub-area is covered by built form. Built form consists of several residential properties. The rest of the sub-area consists of gardens and driveways associated with the residential properties, as well as an open field in the north-east of the sub-area partially covered by trees. There are significant urbanising influences from built form within the sub area, and from development within the Green Belt to the west. 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 meets the purposes weakly overall. The sub-area does not meet purposes (a), (b), or (d), and meets purpose (c) weakly.

Strategic Assessment

Stage 1 Parcel Scores (GBA) for parcel P23	Purpose (a)		Purpose (b)	Purpose (c)	Purpose (d)
	Criterion (a)	Criterion (b)	0	2	5
	NO	0			

Assessment of wider impact

At a more granular level, the sub-area performs similarly against purposes (a), (b) and (c) and more weakly against purpose (d) than the Stage 1 parcel. The sub-area plays a less important role against purpose (d) as it does not abut the historic core of Tonbridge in comparison to the Stage 1 parcel, which immediately neighbours the historic core of Tonbridge.

The sub-area adjoins HI-03 to the south and east, and wider Green Belt to the east and west. As the sub-area is separated from the built-up area of Hildenborough by Tonbridge Road, its removal in isolation would create a 'hole' in the Green Belt, producing an irregular Green Belt boundary which would undermine the integrity of the wider Green Belt. This could be resolved by also removing the sliver of Green Belt covering Tonbridge Road alongside the sub-area. As the sub-area already contains significant development, its removal is not likely to contribute to a perceptual sense of sprawl and it not likely to bring new urbanising influences to the surrounding Green Belt, which also contains significant washed-over development. However, as the current south boundary of Hildenborough is formed by Tonbridge Road, the sub-area's removal would constitute an irregular extension of the settlement across Tonbridge Road, reducing its function as a prominent barrier to urban sprawl and impacting the wider Green Belt's role in safeguarding the countryside from encroachment. As the sub-area is located at the crest of a ridgeline, with the existing urban area of Hildenborough to its north, and open Green Belt land to the south, development within the sub-area would become more prominent in views from the south, undermining the wider Green Belt's openness.

The removal of the sub-area in combination with HI-03 would constitute a disproportionate and irregular extension of Hildenborough and would lead to the physical merging of Hildenborough with the town of Tonbridge, undermining the wider Green Belt's role in preventing sprawl. Although HI-03 is bounded by Stocks Green Road, a railway line, and dense ancient woodland to the south and west, providing prominent and recognisable barriers to further sprawl, the removal of the sub-areas would enclose significant areas of Green Belt to the east and north-west, and TO-01 to the south, diminishing these areas' roles in preventing sprawl and reducing their sense of openness. This would also produce an irregular boundary to the Green Belt, undermining its overall integrity. In terms of views of development, as HI-03 is located over the crest of a ridgeline facing away from the existing settlement, development within the sub-areas would be visible from further afield, resulting in an increased perception of sprawl and urban encroachment in views from the south. While the railway line is on an embankment, which would mitigate this to some extent in short-range views from the south-west, the mitigation would be more limited in views from the south and south-east, where the embankment is lower.

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, or in combination with HI-03, is likely to 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 to the north, east, south and west. The north and western boundary comprises a mature tree line and fencing and is considered readily recognisable but not necessarily likely to be permanent. The boundaries to the south and east comprises hedgerows, shrubbery and fencing which are not necessarily either readily recognisable or likely to be permanent. If the sub-area was released, the new inner Green Belt boundary would not be readily recognisable or necessarily likely to be permanent. The new boundary would not meet the NPPF definition and would require strengthening.
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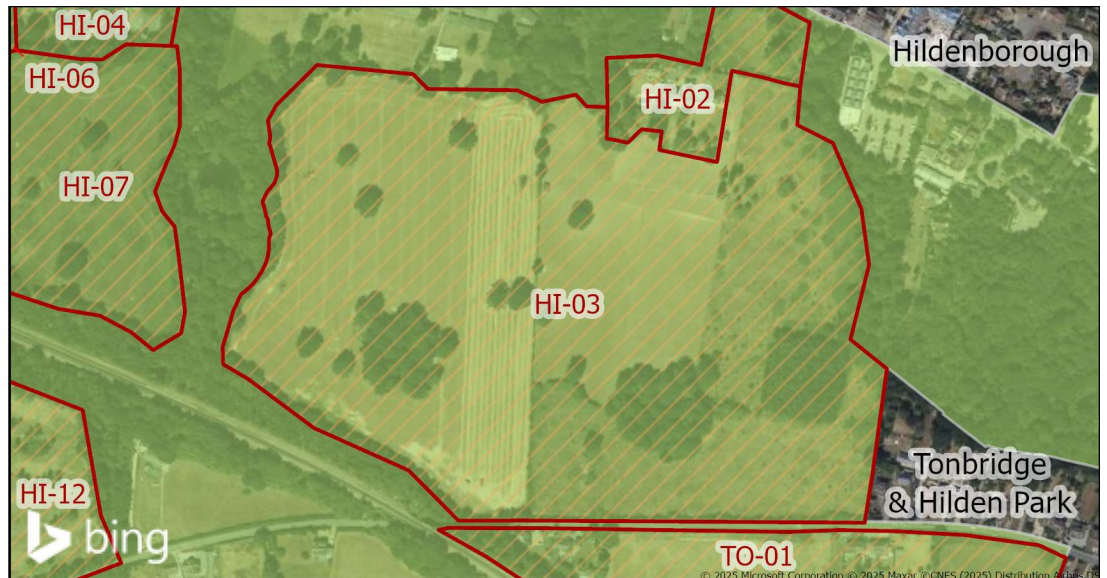
Categorisation & Recommendation

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
-  Tonbridge & Malling Green Belt
-  Settlements
-  Sub-areas for Assessment

0 230 m



Boundaries

The sub-area is bounded by Tonbridge Road along the edge of the Hildenborough built-up area to the north-east, an area of woodland to the east, and by the edge of the Tonbridge built-up area to the south-east. The boundary follows Stocks Green Road to the south, and a mature tree line along a railway to the south-west. The boundary follows the edge of an area of woodland to the west, and mature and dispersed tree lines to the north-west. Inner boundary: north-east, south-east. Outer boundary: east, south, west, north-west.



Looking north-east from the southern corner of the sub-area, showing an open field.



Looking west from the south-eastern boundary of the sub-area, showing an area of scrub.



Looking north from the south-west of the sub-area, showing an open field.



Looking west from the north-east of the sub-area, showing an area of scrub.

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 the scale of the gap between Tonbridge and Hilden Park and any other town, 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 covered by less than 1% built form. Built form consists of minor structures associated with agricultural uses. The sub-area largely comprises agricultural fields and areas of scrub. There are negligible urbanising influences from neighbouring residential properties as they are largely screened by mature tree lines. 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	Although the sub-area abuts Tonbridge and Hilden Park, which is identified as a historic town, there is no relationship between the sub-area and historic features within the town, and this part of the Green Belt does not directly contribute to the town's historic context.
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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 similarly against purposes (a) and (d), more weakly against purpose (b), and more strongly against purpose (c) than 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. It performs a stronger role against purpose (c) as it is overall much less covered by development than the larger Stage 1 parcel, and therefore has a more open and rural character.

The sub-area abuts HI-02 to the north, faces TO-01 across Stocks Green Road to the south, and adjoins the wider Green Belt to the north, west and east. The removal of the sub-area, in isolation would form an irregular urban extension of the town of Tonbridge and Hilden Park, and would enclose significant areas of Green Belt to the east and north. This would nearly result in Tonbridge merging with the settlement of Hildenborough to the north, significantly undermining the wider Green Belt's role in preventing sprawl. While the sub-area is visually enclosed to the west and east by woodland and to the south-west by woodland and the railway embankment, the perception of sprawl and urban encroachment would be more apparent to the north, and to the south-east where the railway embankment is lower and thus provides a reduced visual barrier. As the sub-area is located over the crest of a ridgeline facing south, away from Hildenborough, development within the sub-area would be visible from further afield, resulting in an increased perception of sprawl and urban encroachment in views from the south.

In combination with HI-02, the sub-area's removal would form an irregular and disproportionate urban extension of both Hildenborough and Tonbridge and Hilden Park, causing the two settlements to merge. This would result in more significant enclosure of areas of Green Belt to the east and west, significantly diminishing the surrounding Green Belt's sense of openness and its role in safeguarding the countryside from encroachment. Development within HI-02 would also be located on a ridgeline, contributing to an increased perception of sprawl and urban encroachment in views from the south.

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 HI-02, is likely to 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 readily recognisable and likely to be permanent. The outer boundaries of the sub-area are predominantly readily recognisable and likely to be permanent with parts that, while readily recognisable, are not necessarily likely to be permanent. If the sub-area was released, the new inner Green Belt boundary would not meet the NPPF definition of readily recognisable and likely to be permanent. The new boundary would require strengthening.
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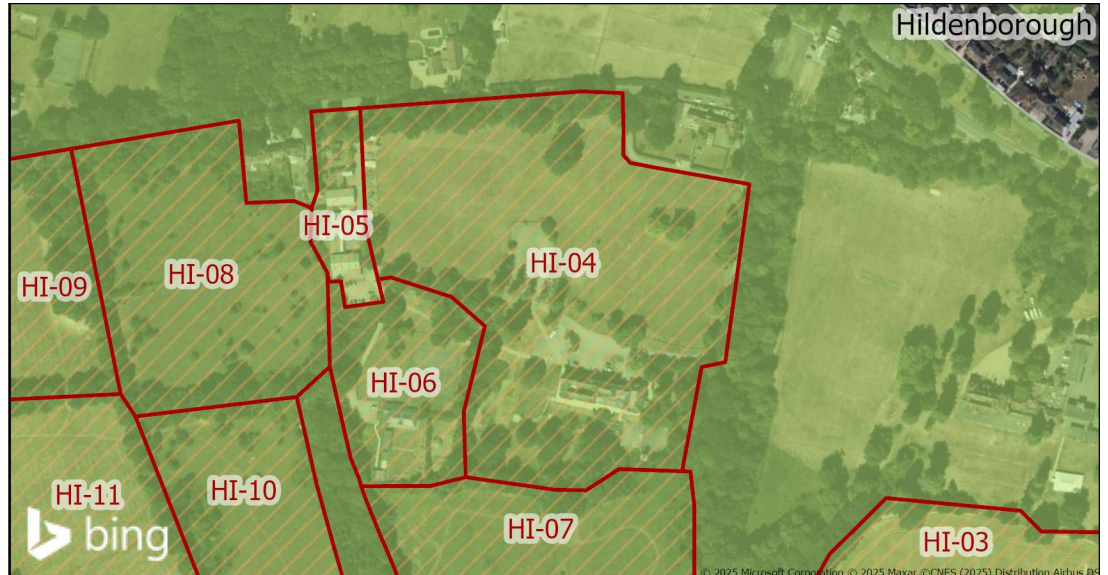
Categorisation & Recommendation

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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Legend

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

0 160 m



Boundaries

The sub-area is bounded to the north by a road, and a paved driveway, to the east by an area of woodland, to the south by a mature tree line, and to the west by mature tree lines and a paved driveway.



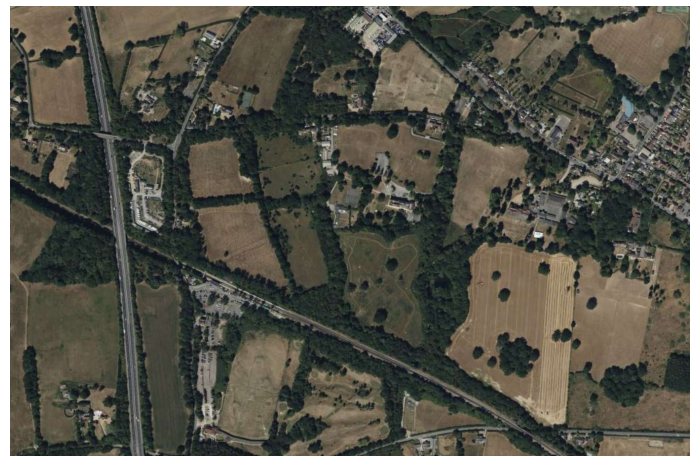
Boundary of the sub-area taken from the north-eastern corner of the sub-area looking south-west, showing an open field with a large mature tree within it, bordered by a wooden fence and historic school buildings, and mature trees in the background.



Boundary of the sub-area looking west, showing an open field, surrounded by a wooden fence with a mature tree to the right side. Buildings and woodland are located in the background.



Looking east from the western side of the sub-area, showing an open field with mature trees and woodland in the background.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, May 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 7% of the sub-area is covered by built form. Built form consists of a school and minor associated outbuildings. The rest of the sub-area consists of open fields with areas of hardstanding used for car parking. There are urbanising influences from development within the sub-area, and within the Green Belt to the west and north. 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 does not meet purposes (a), (b) or (d) and performs weakly 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), 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 HI-07 to the south, HI-06 to the south-west, HI-05 to the west, and wider Green Belt to the north and east. 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 to the north-east and 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. As the sub-area sits at the crest of a slight ridgeline which descends to the south, its 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 line on an embankment to the south, and dense ancient woodland to the south-east and south-west, which would provide prominent visual buffers.

In combination with either HI-05, HI-06 or HI-07, the removal of the sub-area 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, 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-07 is strongly visually enclosed from the surrounding countryside by the railway embankment and dense woodland, and therefore the sub-area's removal in combination with HI-07 would not be likely to bring significant new urbanising influences to the surrounding Green Belt.

In combination with a wider cluster of sub-areas (HI-05, HI-06, HI-07, 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 a less important role with respect to the Stage 1 parcel, but 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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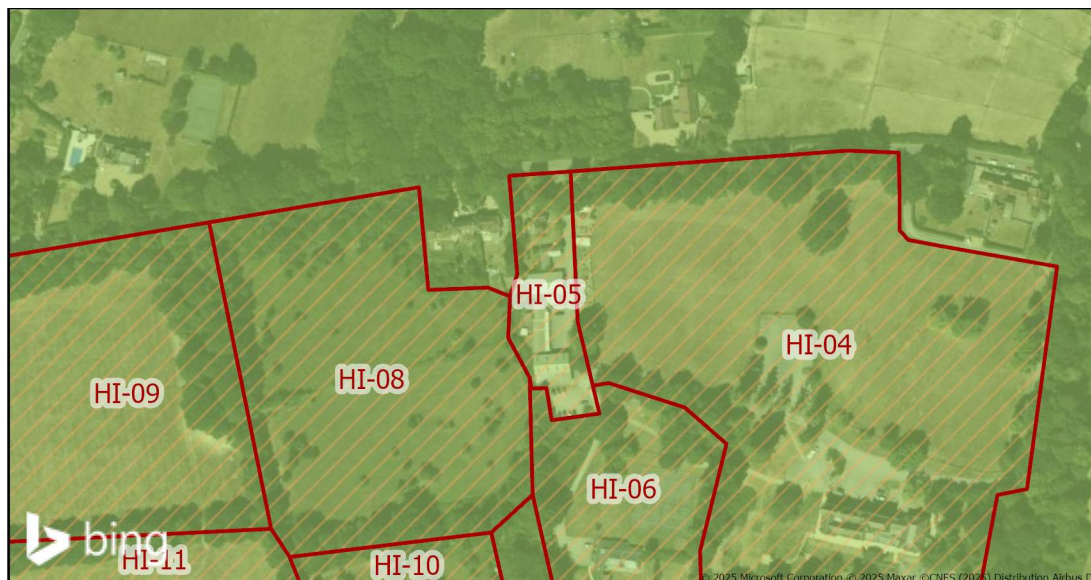
Categorisation & Recommendation

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 Noble Tree Road to the north and a dispersed tree line to the west, south and east. Inner boundaries: none. Outer boundaries: north, east, south, west.



Looking west from the south-eastern corner across a car park.



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	1	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 38% of the sub-area is covered by built form. Built form consists of a residential property and additional commercial and light industrial premises. The sub-area is largely covered by hardstanding in use as a car park, with an area of residential garden to the north. The sub-area is surrounded by dense woodland to the north and south and abuts Noble Tree Road to the north. The sub-area offers views to a horse stable to the east, and large open field to the west. The dense tree line offers visual enclosure from Noble Tree Road. Overall, the sub-area has a largely 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 is largely developed making it an anomaly in the Green Belt, and therefore has a less open and rural character than the Stage 1 parcel.

The sub-area adjoins HI-04 to the east, HI-06 to the south HI-08 to the west, and 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. As the sub-area is already significantly developed, its removal in isolation is not likely to bring new urbanising influences to the surrounding Green Belt and would therefore not undermine the wider Green Belt's sense of openness.

In combination with either HI-04, HI-06 or HI-08, the removal of the sub-area 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, 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. The removal of the sub-area in combination with HI-08 would produce an irregular boundary to the Green Belt, enclosing a small area of Green Belt to the north. However, as this area is already largely developed, consisting of residential properties, this is not likely to significantly impact on the overall openness of the wider Green Belt. As HI-08 is largely visually enclosed from the wider countryside by mature treelines to the north, south and west, its removal alongside the sub-area is not likely to introduce significant new urbanising influences to the surrounding Green Belt.

In combination with a wider cluster of sub-areas (HI-04, HI-06, HI-07, 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 a less important role with respect to the Stage 1 parcel, but 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 to the north, east, south and west by a mature tree line. Inner boundaries: none. Outer boundaries: north, east, south, west.



Looking south from the northern boundary into the sub-area, with a gravel car park in the foreground and open grassed area behind. Converted former farm buildings are further back, and woodland and large trees surround the boundary.



Looking south-east from the western boundary, with a paved car park and converted farm buildings behind. Woodland and mature trees are to the west and behind along the sub-area boundary.



Looking east from the western side of the sub-area, showing a gravel car park and wooden fence in the foreground and a field with a tennis court behind it. Mature trees line the eastern boundary behind the tennis court.



Looking east from the northern entrance to the sub-area, showing a gravel track, wooden fence and boarded up farm building. Mature trees and woodland line the western boundary.

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 9% of the sub-area is covered by built form. Built form consists of a wellness centre and minor associated outbuildings. The rest of the sub-area consists of a solid-surface tennis court, car park and areas of green space. 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 does not meet purposes (a), (b) or (d) and performs weakly 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), 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 HI-04 to the north and east, HI-07 to the south, HI-08 to the west, HI-05 to the north-west, and wider Green Belt to the south-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. As the sub-area is perceptually linked to the settlement of Hildenborough by washed-over development to the north-east and 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. As the sub-area sits at the crest of a slight ridgeline which descends to the south, its 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 line on an embankment to the south, and dense ancient woodland to the south-east and south-west, which would provide prominent visual buffers.

The release of the sub-area in combination with any of HI-04, HI-05, HI-07 or HI-08 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, 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 addition, HI-07 is strongly visually enclosed from the surrounding countryside by the railway embankment and dense woodland, and therefore the sub-area's removal in combination with HI-07 would not be likely to bring significant new urbanising influences to the surrounding Green Belt. As HI-08 is also largely visually enclosed from the wider countryside by mature treelines to the north, south and west, its removal alongside the sub-area is not likely to introduce significant new urbanising influences to the surrounding Green Belt.

In combination with a wider cluster of sub-areas (HI-04, HI-05, HI-07, 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 a less important role with respect to the Stage 1 parcel, but 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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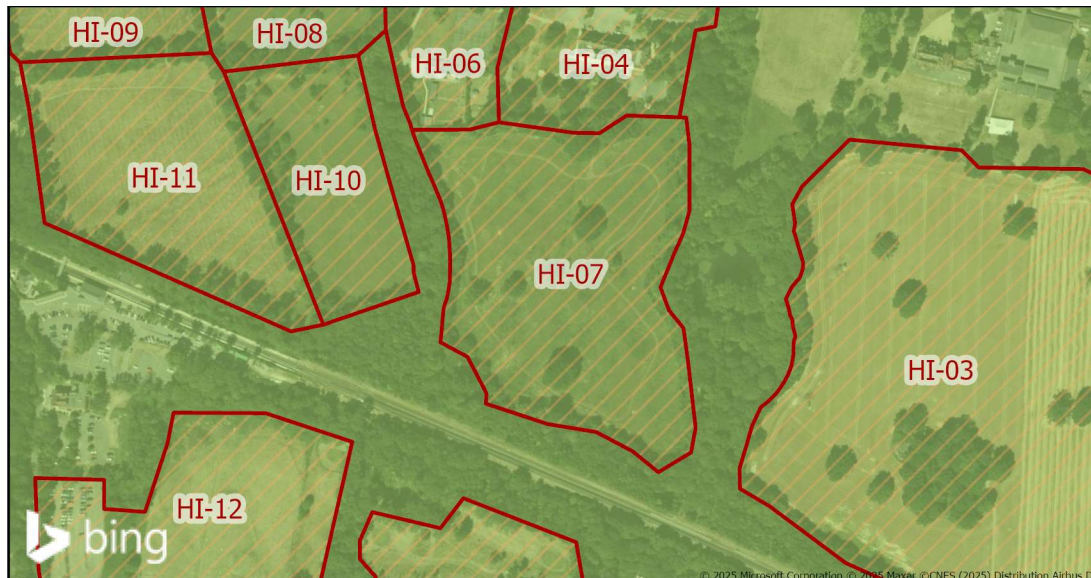
Categorisation & Recommendation

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

0 200 m



Boundaries

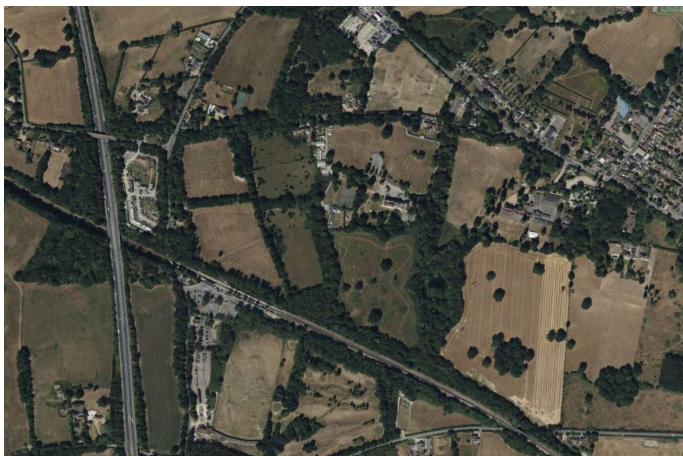
The sub-area is bounded to the north by a mature tree line, to the east by the edge of an area of ancient woodland, to the south by an area of woodland aligned with a railway line, and to the west by an area of woodland. Inner boundaries: none. Outer boundaries: north, east, south, west.



Boundary of the sub-area taken from a public footpath, showing an open field surrounded by trees and woodland.



Boundary of the sub-area taken from a public footpath, showing an open field in the distance, with a few mature trees within it, bordered by woodland and hedges.



Aerial photography used as a result of limited access to sub-area. (Bing Maps, May 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 consists of an open field. There are minor urbanising influences from development within the Green Belt to the north of the sub-area but this is significantly mitigated by screening from mature tree lines. 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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