



Site Allocations Development Plan Document

Appendix 1: Site Templates Royal Tunbridge Wells and Southborough

March 2013

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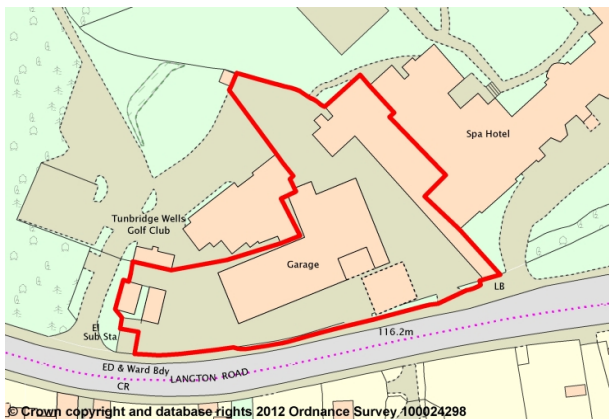
Royal Tunbridge Wells

Allocated Sites inside the LBD

Site No. 68

Site Name: Lifestyle Tunbridge Wells, Langton Road, Royal Tunbridge Wells TN4 8XH

Site Plan



Brief Description

Single-storey building surrounded by hardstanding, situated to the north of Langton Green Road between the Spa Hotel and Tunbridge Wells Golf Club. Site is currently in use as a motor showroom and workshop.

Site Area (hectares): 0.36

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed land and almost entirely (99%) inside the LBD although in an area characterised by low-density development and surrounded by areas of Green Belt. It is considered suitable for hotel, leisure and other employment-generating uses compatible with the adjacent uses or, should such uses not be considered viable, for residential use.
Availability:	The site is being promoted for residential redevelopment and is believed to be available during the Plan period.
Deliverability:	Constraints on development could be overcome through sensitive design to reflect Conservation Area status and to mitigate the impact of overlooking from the Spa Hotel, and investigation and treatment of contaminated land.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential positive impacts of redevelopment, including the impact on social inclusion, the efficient use of land, and transport. The site lies wholly within a Conservation Area and redevelopment provides an opportunity to enhance the built environment.

Potential negative impacts include the possibility of pollution from contaminated land, the loss of services to the local community and the loss of employment.

Allocate?



Proposed Use:

C1 hotel and/or D1 leisure, or residential.
<p>Proposed Capacity:</p> <p>18 dwellings or 3,000sqm C1 hotel or D1 leisure development.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Investigation and treatment for contamination should be carried out prior to development. Housing development on this site could be subject to overlooking from the Spa Hotel, which lies adjacent to the site to the east, and this potential negative impact would need to be addressed through sensitive design. Development proposals for commercial use should be accompanied by a Transport Statement and a Travel Plan. Opportunities for the site to come forward in conjunction with Site 184 (Tunbridge Wells Golf Club) should be considered.</p>
<p>Phasing:</p> <p>Years 6-11</p>

Justification

The site consists of previously developed land and is almost entirely (99%) inside the LBD. Core Policy 1: Delivery of Development gives priority to the allocation of sites such as this, consisting of previously developed land inside the LBD of settlements.

To address concerns about loss of employment and service provision, the viability of redeveloping the site for employment-generating uses such as hotel or leisure facilities should be assessed before proposals for residential redevelopment are brought forward. Such facilities could complement the existing adjacent uses.

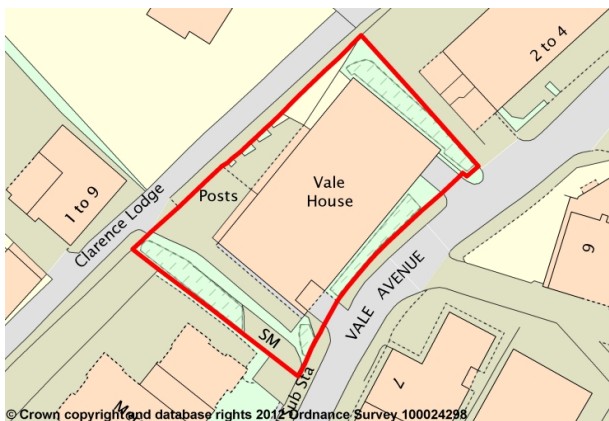
Alternatively, residential redevelopment of the site would help to meet the Borough's housing needs and would offer an opportunity to enhance the built environment within the Conservation Area. However, high density development would not be appropriate, given the prevailing low density character of the residential areas nearby.

Taking these factors into account, it is considered that the site is suitable for allocation either for hotel or leisure use or, should these uses not be viable, for residential development.

Site No. 69

Site Name: Vale House, Vale Avenue, Royal Tunbridge Wells TN1 1DP (town centre)

Site Plan



Brief Description

A vacant office building on Vale Road, with two storeys of parking and six of offices. The site is entirely within the Conservation Area and in the vicinity of the railway station, with office, retail, residential and leisure uses located nearby.

Site Area (hectares): 0.13

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is in a highly accessible town centre location within an established commercial office neighbourhood, and is considered suitable for a mix of town centre uses, although poor air quality is a constraint upon its suitability for residential use (62% of the site is within the Air Quality Management Area buffer zone).
Availability:	The site is being promoted and may come forward during the early part of the Plan period as part of a wider comprehensive redevelopment.
Deliverability:	Redevelopment of the site should be subject to the re-provision of an equivalent quantum of office floorspace either on the site or within the close vicinity.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impact upon employment should this site be developed for housing. However, redevelopment offers an opportunity to enhance the built environment within the Conservation Area. Due to its proximity to Tunbridge Wells Common, mitigation measures could lead to a positive impact in terms of the natural environment and biodiversity, creating green infrastructure links between the Common and the railway line, particularly if the site were to come forward in conjunction with Merevale House (Site 70). In terms of transport and access to services, redevelopment could have a positive impact as the site is in close proximity to the town centre, the railway station and the A26.

Allocate?



Proposed Use:

Mixed uses within the Vale Avenue Area of Change.

Proposed Capacity:

Capacity of sites within the Vale Avenue Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Proposals for redevelopment of the site should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Other key parameters and conditions of development are outlined in the Area of Change policy.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

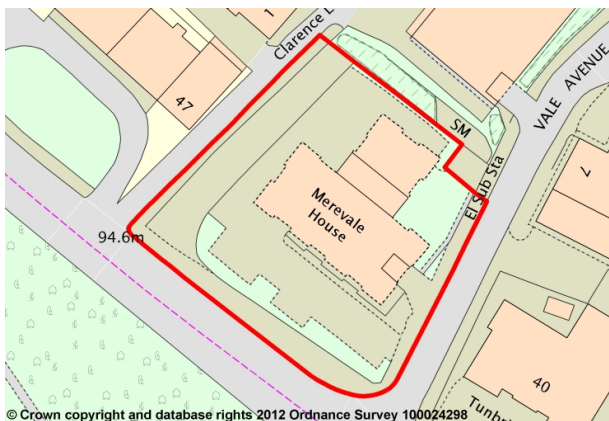
The Vale Avenue Area of Change, with its close proximity to the railway station, bus services and the A26, is the most accessible area within the town centre and is in close proximity to other town centre facilities and services. It has traditionally provided a concentration of commercial office uses supported by complementary retail, residential and leisure uses. It occupies a prominent position within the town centre and on the edge of Tunbridge Wells Common. Comprehensive redevelopment of this Area offers the potential to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 70

Site Name: Merevale House, Vale Avenue, Royal Tunbridge Wells TN1 1DP (town centre)

Site Plan



Brief Description

Adjacent to Site 69 (Vale House), a five-storey office building, with parking underground and to the front. The site overlooks Tunbridge Wells Common and is entirely within the Conservation Area, with some office, retail, residential and leisure uses located nearby.

Site Area (hectares): 0.20

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is in a highly accessible town centre location in an established commercial office neighbourhood and is considered suitable for a mix of town centre uses, although poor air quality is a constraint upon its suitability for residential use (the entire site is within the Air Quality Management Area buffer zone).
Availability:	The site is being promoted and may come forward during the early part of the Plan period as part of a wider comprehensive redevelopment.
Deliverability:	Redevelopment of the site should be subject to the re-provision of an equivalent quantum of office floorspace either on the site or within the close vicinity.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impact upon employment should this site be developed for housing. However, redevelopment offers an opportunity to enhance the built environment within the Conservation Area, particularly given the site's prominent position in relation to the A26 and Tunbridge Wells Common. Mitigation measures could lead to a positive impact in terms of the natural environment and biodiversity, creating green infrastructure links between the Common and the railway line, particularly if the site were to come forward in conjunction with Vale House (Site 69). In terms of transport and access to services, redevelopment could have a positive impact as the site is in close proximity to the town centre, the railway station and the A26.

Allocate?



Proposed Use:

Mixed uses within the Vale Avenue Area of Change.

Proposed Capacity:

Capacity of sites within the Vale Avenue Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Proposals for redevelopment of the site should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Other key parameters and conditions of development are outlined in the Area of Change policy.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

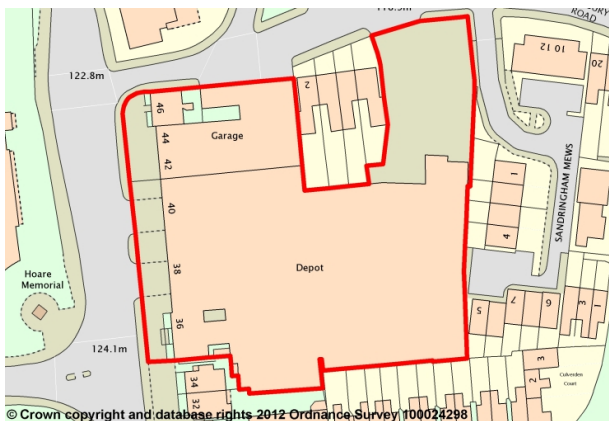
The Vale Avenue Area of Change, with its close proximity to the railway station, bus services and the A26, is the most accessible area within the town centre and is in close proximity to other town centre facilities and services. It has traditionally provided a concentration of commercial office uses supported by complementary retail, residential and leisure uses. It occupies a prominent position within the town centre and on the edge of Tunbridge Wells Common. Comprehensive redevelopment of this Area offers the potential to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 72

Site Name: Arriva Bus Depot, 36-46 St Johns Road, Royal Tunbridge Wells TN4 9NX (town centre)

Site Plan



Brief Description

Site fronts onto St Johns Road (the A26), but also has vehicular access from Woodbury Park Road. Site includes Arriva bus depot, motor spares centre and dental surgery.

Site Area (hectares): 0.64

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is considered suitable for residential redevelopment given its location in a predominantly residential area on the periphery of the town centre.

Availability: The site could come forward if a suitable alternative location for the Arriva bus depot becomes available.

Deliverability: Redevelopment of the site depends upon the relocation of the Arriva bus depot, and of other uses on the site as necessary.

Sustainability Appraisal

The Sustainability Appraisal highlights the potentially positive environmental impacts of redevelopment involving high quality remediation measures such as green infrastructure linkages to Woodbury Park Cemetery, treatment of on-site contamination and the replacement of hard surfaced areas with SUDS. A high quality design would also enhance the quality of the built environment in this prominent location.

The site is within the Air Quality Management Area and mitigation measures will be required to minimise the impact of pollution in the case of residential development. The relocation of the bus depot will also be required to reduce negative impacts in terms of social inclusion and service provision, and will need to ensure that the coverage and accessibility of bus services is retained.

Allocate?

Proposed Use:

Residential
Proposed Capacity: 70 dwellings
Key Parameters/Conditions of Development: Redevelopment will be subject to the relocation of the Arriva bus depot, and of other employment-generating uses as appropriate. Investigation and treatment for contamination should be carried out prior to development commencing. Development proposals should be accompanied by a Transport Assessment and a Travel Plan, and by an Air Quality Assessment and appropriate mitigation measures. Development should be to a maximum of five storeys on St John's Road and stepped down to a maximum of three storeys to the rear, to respect the residential scale of surrounding developments. Vehicular access should be from Woodbury Park Road. Proposals should retain and incorporate potential Local Heritage Assets (Nos 36 and 46 St John's Road).
Phasing: Years 6-10

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport, and so is considered suitable for residential use. It is capable of being redeveloped to a higher density, making more efficient use of land within the town centre.

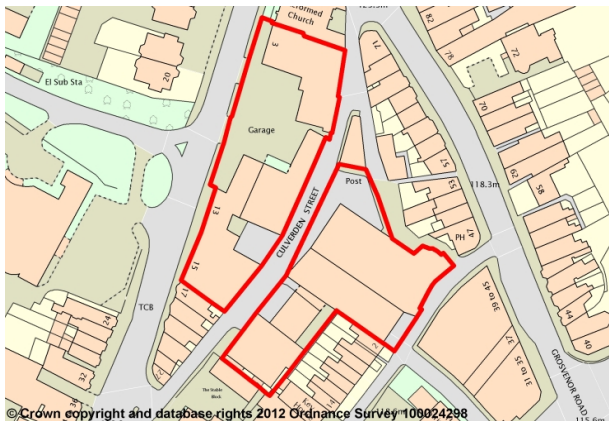
Although the Sustainability Appraisal highlights potential negative impacts in terms of social inclusion, service provision, employment and transport, these could be mitigated or minimised through the relocation of the Arriva bus depot, and other uses on the site as required, to a suitable alternative site within the town. The negative impact of poor air quality in the case of residential development could also be addressed through mitigation measures.

Taking these factors into account, it is considered that this site is suitable for allocation for residential redevelopment.

Site No. 83

Site Name: Lifestyle Ford (formerly Stormont Ford), Mount Ephraim, Royal Tunbridge Wells TN4 8AG (town centre)

Site Plan



Brief Description

Site consists of a car showroom on land between Mount Ephraim and Culverden Street and repair/maintenance workshops between Culverden Street and Rock Villa Road.

Site Area (hectares): 0.45

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site was allocated for residential redevelopment under Policy H6 of the Local Plan (2006) and continues to be considered suitable for this use.

Availability: The site is currently occupied under leasehold until 2026.

Deliverability: The site could come forward for redevelopment during the Plan period if a break clause in the current lease agreement is taken up.

Sustainability Appraisal

The Sustainability Appraisal highlights mostly positive or neutral impacts of redeveloping this site. It would represent efficient use of land and, as the site lies entirely within the Conservation Area, a high quality design could have a positive impact upon the built environment. High density residential development would provide an opportunity for SUDS to alleviate off-site flood risk through increased run-off.

However, the site has very limited potential for improving the green infrastructure network, and its redevelopment could result in a loss of employment and service provision. The site lies wholly within the Air Quality Management Buffer Zone and consequently pollution would have a negative impact on residential development. The outcome for this site is strongly dependent upon appropriate mitigation measures.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>60 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Local Plan policy H6 set out a number of conditions, including: investigation and treatment for contamination; the retention of No. 15 Mount Ephraim; respecting the setting of the adjoining church; public art; and pedestrian, cycle and junction improvements. In addition, development proposals should be accompanied by an Air Quality Assessment and appropriate mitigation measures.</p>
<p>Phasing:</p> <p>Years 6-10</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport, and so is considered suitable for residential use. It is capable of being redeveloped to a higher density, making more efficient use of land within the town centre, and to make a significant contribution to the Borough's housing targets.

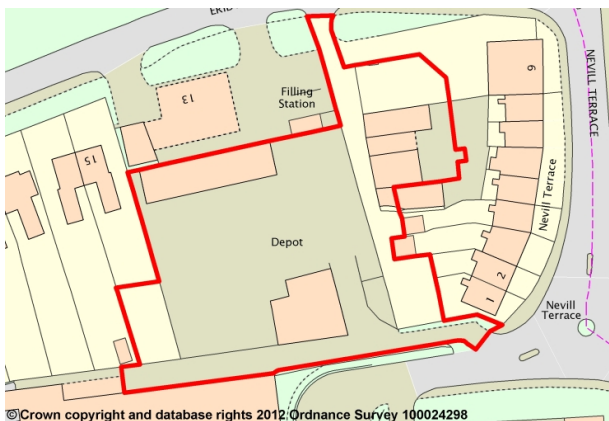
Redevelopment of the site would be subject to the relocation of the existing employment use elsewhere in the Borough. The site is physically highly constrained and its redevelopment would need to be based on high quality and sensitive design incorporating measures to mitigate the impact of poor air quality. However, redevelopment offers opportunities to substantially enhance the quality of the built environment in a prominent location within the town centre.

Taking these factors into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 86

Site Name: Plant & Tool Hire, Eridge Road, Royal Tunbridge Wells (town centre)

Site Plan



Brief Description

A former plant and tool hire depot, located to the south of Eridge Road and adjacent to a petrol station to the north, residential areas to east and west and the Spa Valley railway station to the south.

Site Area (hectares): 0.39

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site sits between areas of existing residential redevelopment, in a sustainable location close to the town centre, to local services and facilities, and to public transport links, and is therefore considered suitable for residential use.
Availability:	The site is being promoted for redevelopment.
Deliverability:	There are no constraints affecting the deliverability of the site other than those identified in the Sustainability Appraisal.

Sustainability Appraisal

The Sustainability Appraisal highlights many potentially positive impacts of redeveloping this site. A well designed development could enhance the surrounding built and natural environment, reduce opportunities for crime and represent efficient use of land. Residential development could contribute to the Borough's housing target, in a location close to the town centre with public transport links.

The Sustainability Appraisal also identifies the potential for development to enhance the biodiversity potential of the site and contribute to the Conservation Area within which it is located, through high quality design. Contaminated land may be present due to the previous use of the site, and parts of the site are within Flood Zones 2 & 3 and the Air Quality Management Area. Assessment and mitigation measures would be needed to address each of these potential negative impacts.

Allocate?



Proposed Use:

Residential
<p>Proposed Capacity:</p> <p>37 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Investigation and treatment for contamination should be carried out prior to development commencing. A site-specific Flood Risk Assessment (FRA) should be carried out in support of any application, identifying whether the site is at risk of flooding from sources other than fluvial. Proposals should be accompanied by an Air Quality Assessment and appropriate mitigation measures. Areas of the site that lie within the functional floodplain should remain undeveloped and be utilised for maximum permeability. Vehicular access should be provided onto Eridge Road, with additional pedestrian access to the rear of the site adjacent to Nevill Terrace.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. It is well located in relation to existing residential areas, to local services and facilities, and to public transport links. Redevelopment of the site also offers an opportunity to enhance the built environment within the Conservation Area and to enhance biodiversity and green infrastructure links with Tunbridge Wells Common.

The potential negative impacts of contaminated land, flood risk and air pollution are capable of being addressed through assessment and mitigation measures which will be required as conditions of development.

Taking these factors into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 91

Site Name: Homeopathic Hospital, Church Road, Royal Tunbridge Wells TN1 1JU (town centre)

Site Plan



Brief Description

A three storey, large brick building with parking for approximately 17 cars. The site has access from Church Road and a frontage on York Road. The site is surrounded by a mix of residential and commercial uses on Church Road and York Road, and the new residential development of Rosehill Walk to the rear.

Site Area (hectares): 0.25

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. Although the site is physically constrained with limited road access, it is considered suitable for either residential or commercial office development.
Availability:	The site is being promoted for redevelopment within the Plan period.
Deliverability:	Redevelopment is subject to the existing use being relocated or no longer required.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impacts, in terms of health and employment, of the loss of NHS services on this site. The impacts on social inclusion and service provision are uncertain but would need to be considered if these services are relocated or withdrawn. The site is partially within the Air Quality Management Area and residential redevelopment would need to be accompanied by an Air Quality Assessment and adequate mitigation measures.

However, development of the site would represent efficient use of land, could potentially enhance the built environment within the Conservation Area and, due to its proximity to Tunbridge Wells Common, could enhance the natural environment and biodiversity. Residential redevelopment would contribute to the Borough's housing targets within a sustainable location near the town centre, with good access to services and public transport links.

Allocate?

Proposed Use:

Residential
<p>Proposed Capacity:</p> <p>12 units</p>
<p>Key Parameters/Conditions of Development:</p> <p>Assessment of the architectural and heritage value of the existing building, and the extent to which this could be preserved and enhanced through development, should be carried out in support of any application. Proposals should be accompanied by an Air Quality Assessment and appropriate mitigation measures. Vehicular and pedestrian access should be provided from Church Road, with additional pedestrian access from York Road.</p>
<p>Phasing:</p> <p>Years 11-16</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The negative impacts identified in the Sustainability Appraisal relate primarily to the loss of NHS services on this site. However, funding for homeopathic services in West Kent was withdrawn in 2008, and it is believed that the site is no longer used for the delivery of services to the local population and does not provide employment opportunities that cannot be relocated elsewhere in the Borough.

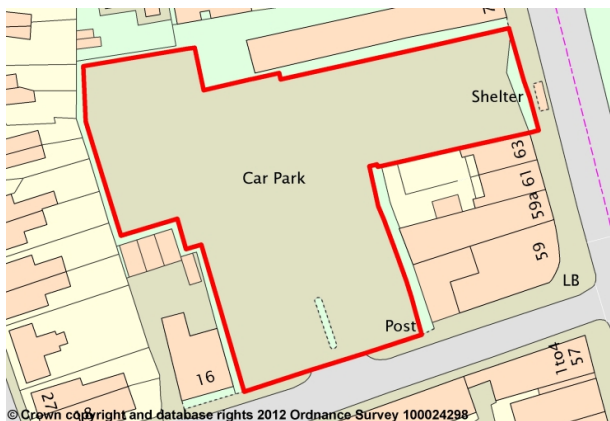
The site would potentially be suitable for redevelopment for commercial office use and is within the town centre Key Employment Area. However, given the physical constraints of the site and building, it is unlikely to be physically capable of providing good quality modern accommodation attractive to the market, according to Core Policy 7: Employment Provision.

The National Planning Policy Framework acknowledge the important role that an element of housing provision can play in maintaining the viability and vitality of town centres, and the site is located within a largely residential area with good access to a range of services and facilities and public transport links. A residential allocation is therefore considered to represent the best use of the site.

Site No. 98

Site Name: John Street Car Park, John Street, Royal Tunbridge Wells TN4 9RU

Site Plan



Brief Description

Surface level car park, providing public recycling facilities, with frontages onto John Street and St John's Road.

Site Area (hectares): 0.23

Previously Developed Land

Inside the Limits to Built Development

Analysis

<p>Suitability:</p>	<p>The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site currently provides parking and local recycling facilities within a Neighbourhood Centre, but also creates a break in the retail frontage on St John's Road. It is considered suitable for a limited amount of residential development, subject to the retention of some parking provision to the rear of the road frontages.</p>
<p>Availability:</p>	<p>The site is being actively promoted and is expected to come forward in the early years of the Plan period.</p>
<p>Deliverability:</p>	<p>Redevelopment should include re-provision of public car parking and local recycling facilities either on-site or at a convenient location nearby.</p>

Sustainability Appraisal

The Sustainability Appraisal highlights the loss of car parking for local shops and services, which would have a negative impact upon service provision, efficient land use and transport unless development involved alternative provision of parking or a combination of uses to include parking on the site. It also highlighted the need to retain local recycling facilities, and the negative impact of poor air quality in an Air Quality Management Area.

However, development offers an opportunity to enhance the built environment and reduce crime through good quality design, and limited opportunity to enhance biodiversity by incorporating green infrastructure.

Allocate?



Proposed Use:

Residential and public car parking.

Proposed Capacity:

12 dwellings and a minimum of 30 public car parking spaces.

Key Parameters/Conditions of Development:

Development is subject to the provision of adequate parking spaces to serve local needs associated with the Neighbourhood Centre, and of local recycling facilities. Built development should not extend beyond the depth of the road frontages on St John's Road and John Street. Development proposals should be accompanied by an Air Quality Assessment and appropriate mitigation measures. Vehicular access should be provided from John Street

Phasing:

Years 1-5

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements.

Short-stay parking provision helps to support local shops and services in Neighbourhood Centres, and Policy TP20 of the Local Plan (2006) seeks to retain this site for public car parking unless a convenient, suitable alternative is provided, on the basis that it serves the St John's Neighbourhood Centre. However, the Royal Tunbridge Wells Urban Area Parking Strategy (Part B) (2011) recommends reducing the size of the car park to 30 spaces, with the aim of continuing to provide short-stay parking for the Neighbourhood Centre but seeking to remove parking that is not focused on the local area. A user survey conducted in 2011 confirmed that the car park is currently used primarily for long-stay parking, which does not fulfil the Policy's aim of supporting local retail activity.

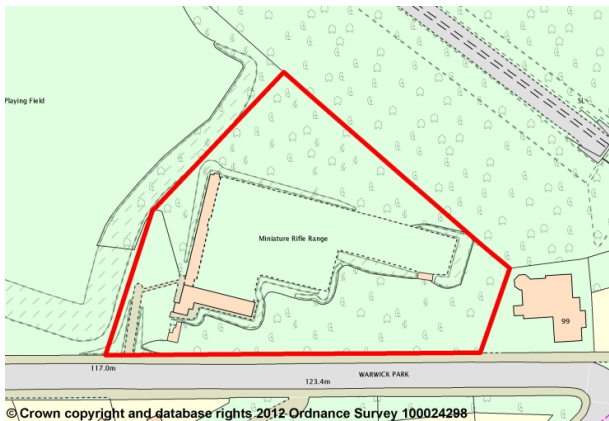
The concerns raised in the Sustainability Appraisal about service provision, efficient use of land and transport can be resolved by retaining sufficient parking to meet the needs associated with the Neighbourhood Centre. If the amount of parking can be reduced without compromising local needs, redeveloping part of the site could represent a more efficient use of land. Developing part of the site provides an opportunity to create a strong frontage to St John's Road, to improve the visual appearance of the site, and to improve the viability and vitality of this Neighbourhood Centre. The potential negative impact of poor air quality can be reduced through mitigation measures.

Taking these factors into account, it is considered that part of the site is suitable for allocation for residential redevelopment.

Site No. 99

Site Name: Land at Rifle Range, Warwick Park, Royal Tunbridge Wells TN2 5FD

Site Plan



Brief Description

The site is accessed off Warwick Park Road. The site comprises a number of single-storey buildings associated with the rifle range, and the rifle range itself.

Site Area (hectares): 0.99

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is predominantly previously developed land inside the LBD, and is currently used by Tunbridge Wells Rifle Club. It is partly within an Area of Landscape Importance and Area of Important Open Space but is considered suitable for low density residential redevelopment subject to these constraints.
Availability:	The site could become available if suitable, alternative premises could be found for the existing Rifle Club in a convenient location.
Deliverability:	The site is expected to come forward for redevelopment subject to the relocation of the Rifle Club and to landscape constraints.

Sustainability Appraisal

The Sustainability Appraisal highlights the need to find an alternative location for the existing recreational use, and the constraints presented by topography. Development could have negative impacts upon biodiversity and the natural environment, as 10% of the site is designated as an Area of Important Open Space and 50% as within an Area of Landscape Importance.

However, residential development would have a positive impact on meeting the Borough's housing targets and efficient use of land, with residential use being potentially appropriate on previously developed land with a good standard of existing access.

Allocate?



Proposed Use:
Residential

Proposed Capacity:

24 dwellings

Key Parameters/Conditions of Development:

Redevelopment would be subject to the relocation of Tunbridge Wells Rifle Club to a suitable alternative location in a convenient location. Any development proposals should respond appropriately to the context and character of the locality, and should enhance the biodiversity and landscape character of the site, particularly the Area of Important Open Space and Area of Landscape Importance.

Phasing:

Years 6-11

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting primarily of previously developed land inside the LBD of settlements. The site is well located in relation to existing residential areas and, if the existing use can be relocated to a suitable alternative site in a convenient location, residential redevelopment could help contribute to the Borough's housing targets and represent efficient use of land in a sustainable location near to the town centre.

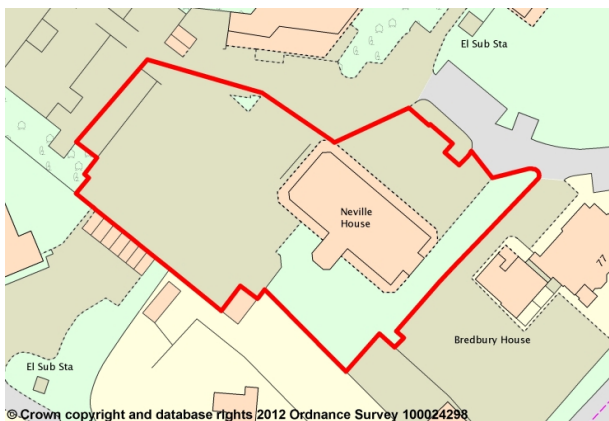
The Sustainability Appraisal highlight the constraints on development of this site, and it is likely that the redevelopment capacity of the site would be limited by the need to conserve and enhance the natural environment within the surrounding area and to respect the prevailing low density nature of neighbouring properties.

Taking these factors into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 101

Site Name: Neville House, Mount Ephraim, Royal Tunbridge Wells TN4 8HZ

Site Plan



Brief Description

A three-storey office building with a substantial area of car parking and a landscaped area. The site has been occupied for B1 office uses within an area in which these uses are predominant, although there are also some residential and hotel uses located nearby.

Site Area (hectares): 0.47

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The existing office building may be suitable for continued use following refurbishment, although the site would also be suitable for redevelopment and intensification of floorspace for B1 and other employment-generating uses. The site is set back from the road frontage and is secluded, lacking any significant views across Tunbridge Wells Common. However, it is well-located in terms of the strategic road network and public transport provision, and has ample parking provision. It is considered suitable to continue in employment-generating uses.

Availability: The site is available and is being promoted for employment-generating uses.

Deliverability: There are no constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the positive impact in terms of employment and service provision of retaining this site for employment use, given the ease of pedestrian access to the site from the railway station and the town centre, and of vehicle access from the A26. The site also includes ample parking space, and well-maintained gardens which provide a positive impact in terms of biodiversity and the natural and built environment.

Allocate?

Proposed Use:
Employment-generating uses (proposals for B1, A2, C1 and D1 uses will be considered).

Proposed Capacity:

No net increase in floorspace is required.

Key Parameters/Conditions of Development:

There are no conditions on the development of this site other than those identified in the Sustainability Appraisal above. Development proposals involving a significant increase in floorspace or a change of use may need to be accompanied by a Transport Statement and a Travel Plan, and an Air Quality Assessment and appropriate mitigation measures.

Phasing:

Years 1-5

Justification

Core Policy 7: Employment Provision safeguards for employment use areas and buildings in existing employment use if they: are well located to main roads and public transport networks; provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market; and are capable of meeting a range of employment uses to support the local economy.

The site is entirely inside the LBD, and is currently in employment use, with dedicated car parking. It is well-located for road access and public transport provision, with vehicle access to the A26 and within walking distance of the railway station and town centre. Although the surrounding area has a strong concentration of employment-generating uses, including B1 offices and C1 hotels, there are also some residential uses in the area. Residential use on this site would contribute to the Borough's housing targets but would also weaken the cluster of employment-generating activity in this area and reduce the amount of office floorspace available in this accessible location. Either refurbishment of the existing building or a comprehensive redevelopment of the site could provide good quality accommodation suitable for a range of employment uses within an area in which such uses are predominant.

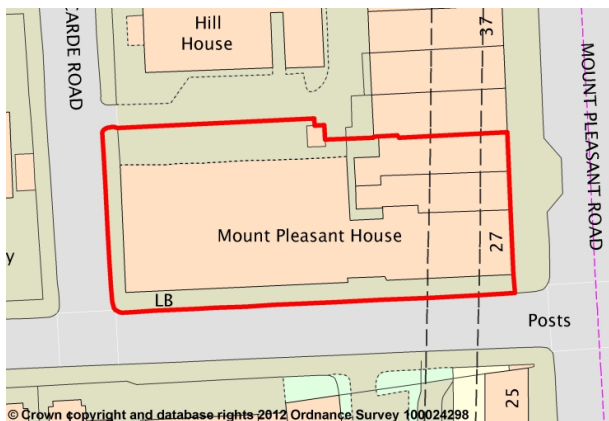
The National Planning Policy Framework places significant weight on the need to support economic growth through the planning system and advises against the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. It is considered that encouraging a range of employment-generating uses in addition to B1 office space represents a robust and flexible approach to economic growth, in which the potential for sites to continue in employment use is considered within the context of a wider definition of employment use.

Taking these factors into account, it is considered that the site is suitable for allocation for employment-generating uses to include B1, A2, C1 and D1.

Site No. 102

Site Name: Mount Pleasant House, Lonsdale Gardens, Royal Tunbridge Wells TN1 1HJ (town centre)

Site Plan



Brief Description

A three-storey office block with two parking levels below and three retail units, on the corner of Mount Pleasant Road and Lonsdale Gardens. Overlaps with Site 179 (27-67 Mount Pleasant Road). The site occupies a prominent position in the town centre and Primary Shopping Area, and provides office and retail uses appropriate to the location.

Site Area (hectares): 0.15

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It was allocated under Policy CR4 of the Local Plan (2006) for mixed use development including retail, office, hotel and leisure uses, and is considered suitable for these and other town centre uses.
Availability:	The site could come forward as part of a comprehensive scheme.
Deliverability:	There are no known constraints on the redevelopment of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the negative impact in employment terms of the loss of existing employment uses and the consequent need to retain these uses. However, a high quality redevelopment would provide an opportunity to enhance the built environment within the Conservation Area and to enhance the natural environment and biodiversity through better provision of street trees.

The close proximity of the site to town centre services, the railway station and the A26 suggests redevelopment would have a positive impact in terms of transport.

Allocate?



Proposed Use:
Mixed uses within the Church Road/Crescent Road Area of Change.

Proposed Capacity:

Capacity of sites within the Church Road/Crescent Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Redevelopment of the site in isolation should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

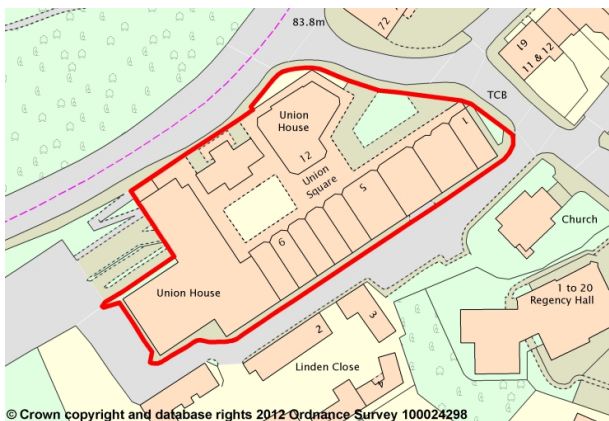
The Church Road / Crescent Road Area of Change occupies a prominent position within the townscape and, with its close proximity to the railway station, bus services and the A26, is a highly accessible area within the heart of the town centre. It has traditionally provided a focal point for leisure, community, cultural and civic facilities, supported by complementary retail and residential uses and public parking provision. Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area, to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 105

Site Name: Union House including car park, Eridge Road, Royal Tunbridge Wells TN4 8HF (town centre)

Site Plan



Brief Description

The site comprises a large building on the corner of London Road and Linden Park Road, with ground floor retail units, three storeys of offices, and public and private parking.

Site Area (hectares): 0.35

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is considered suitable for a range of town centre uses.
Availability:	The site is being promoted for redevelopment and is assumed to be available.
Deliverability:	Development would need to take into account the need to retain adequate parking provision at the southern edge of the town centre.

Sustainability Appraisal

The Sustainability Appraisal highlights the potentially very positive impact of redevelopment upon the built environment within the Conservation Area, and the opportunities for design to contribute to crime reduction and to enhance the natural environment and biodiversity by strengthening green infrastructure links with Tunbridge Wells Common, Montacute Gardens and street trees in The Pantiles.

However, the loss of employment uses would have a negative impact in terms of employment, depending on the nature of the redevelopment. Although car parking provision should be retained or provided elsewhere, redevelopment of the site could have positive impacts in terms of transport, given its close proximity to the town centre for access to services and to the railway station and A26.

Allocate?

Proposed Use:

Mixed uses within the Eridge Road Area of Change.
<p>Proposed Capacity:</p> <p>Capacity of sites within the Eridge Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Redevelopment of the site in isolation should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.</p> <p>Other key parameters and conditions of development are outlined in the Area of Change policy.</p>
<p>Phasing:</p> <p>Years 6-10</p>

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

The Eridge Road Area of Change occupies a prominent position within the townscape of the Conservation Area, opposite Tunbridge Wells Common to the north west and The Pantiles to the north east. It potentially provides a gateway to the town centre from the south and an enhanced setting for The Pantiles. The retail units of Union House (Site 105) currently provide a continuation of the Primary Shopping Area retail frontage of The Pantiles, although the building itself detracts from the visual appearance of the Conservation Area and the use of Linden Park Road by vehicle traffic reduces pedestrian permeability.

The Area has traditionally provided a mix of office and retail uses to the north east and a residential area to the south west, with substantial amounts of public car parking. The Area is also an important strategic location in terms of the Borough's emerging parking strategy, as the most suitable location for enhanced parking provision in the south of the town centre. The Area is within the town centre Key Employment Area.

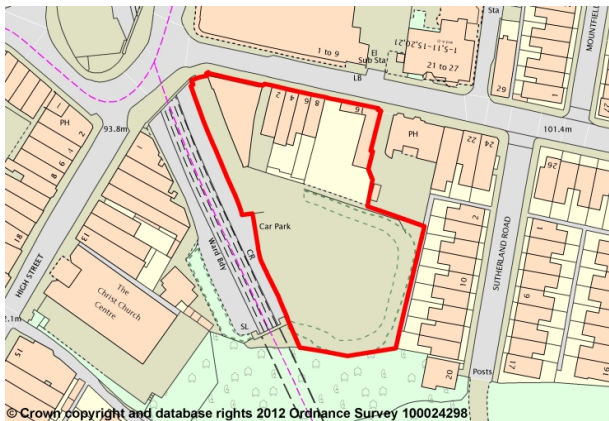
Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area and the setting of Tunbridge Wells Common and The Pantiles, to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 111

Site Name: Land including car park and buildings off Grove Hill Road, 8-12 Grove Hill Road, Royal Tunbridge Wells TN1 1RZ (town centre)

Site Plan



Brief Description

The site comprises a retail block fronting Grove Hill Road, with the station car park (65 long-stay spaces) to the rear and narrow access onto Grove Hill Road at crown of railway bridge adjacent to mini-roundabout.

Site Area (hectares): 0.40

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site was allocated in the Local Plan (2006) for a mixed use development including retail, office, hotel and conference, and leisure uses. It occupies a prominent position at a key vehicular, rail and pedestrian node within the Primary Shopping Area in the town centre. Although it is suitable to continue in its existing use, redevelopment could also incorporate complementary town centre uses.

Availability: The site is not being actively promoted but could come forward during the Plan period.

Deliverability: Redevelopment of the Vale Avenue Area of Change may incorporate increased parking provision for rail passengers, which would provide an opportunity to release the dedicated car park on this site.

Sustainability Appraisal

The Sustainability Appraisal highlights the the need to allow for any loss of parking provision in redevelopment of the site by providing parking elsewhere. However, redevelopment offers an opportunity to enhance the built environment within the Conservation Area through sensitive design, and to incorporate crime-prevention measures. Green infrastructure links could create a positive impact upon the natural environment and biodiversity, given the position of the site adjacent to The Grove (a Historic Park and Garden) and the railway line.

Vehicle access to the site is good, although the entrance is currently onto a busy traffic island, and the site is in close proximity to the railway station and the town centre for access to services.

Allocate?

<p>Proposed Use:</p> <p>Retail floorspace and/or hotel and conference facility, and car parking</p>
<p>Proposed Capacity:</p> <p>100-bedroom C1 hotel, 270sqm gross additional retail floorspace, and 100 car parking spaces, or 2,000sqm D2 leisure floorspace, 1,600sqm gross retail floorspace and 2,400sqm office floorspace, or Redevelopment of the existing quantum of retail floorspace and about 200 additional car parking spaces, or</p> <p>A similar mix and quantum of development.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Redevelopment should be subject to the retention or re-provision elsewhere of car parking for rail passengers, and should also incorporate public car parking. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. Service access to the railway line should be retained but the main vehicular access should be from the eastern part of the site, away from the junction at the foot of Grove Hill Road. The existing landscaped boundaries to the north, east and south should be maintained and enhanced, and green infrastructure links provided, linking the High Street / Grove Hill Road / Mount Pleasant Road area to The Grove.</p>
<p>Phasing:</p> <p>Years 11-15</p>

Justification

The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require.

The site currently provides valuable retail and parking provision in a key location within the town centre. However, it is capable of being redeveloped more intensively, increasing the quantum of both retail and parking provided whilst also delivering other complementary town centre uses. It would thus contribute to the development requirements of the town, representing a more efficient use of land in a key town centre location.

Redevelopment of this site would also offer an opportunity to considerably enhance the built environment of a prominent node within the town centre Conservation Area and the Primary Shopping Area, and to strengthen the link between the northern and southern parts of the town centre. It could also enhance the natural environment and biodiversity through green infrastructure links.

Taking these factors into account, it is considered that the site is suitable for allocation for a mix of uses to include a retail frontage and car parking.

Site No. 112

Site Name: Land at Unigate Dairy and Freeway Tyres, 87a St Johns Road, Royal Tunbridge Wells TN4 9TU

Site Plan



Brief Description

Three adjoining buildings west of London Road, comprising a tyre shop and workshop (with garage building to rear), martial arts centre and dairy delivery depot, with hardstanding around. Neighbouring uses include residential, commercial and offices.

Site Area (hectares): 0.60

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is currently in commercial use, providing a variety of employment opportunities and local community services. It is partly within the St John's Neighbourhood Centre and so an element of these uses should be retained, although some residential use could also be considered. The site occupies a prominent position on a busy section of the A26, and is within the Air Quality Management Area buffer zone, factors which need to be carefully considered in the redevelopment of the site.
Availability:	The site is being actively promoted and is expected to come forward during the early part of the Plan period.
Deliverability:	Constraints on development relate primarily to the viability of retaining employment and community uses within a mixed use development.

Sustainability Appraisal

The Sustainability Appraisal highlights the potentially positive environmental impacts of redevelopment, particularly through good quality remediation measures such as green infrastructure links, treatment of on-site contamination and SUDS to replace existing hardstanding and concrete. However, it is within the Air Quality Management Area buffer zone and remediation measures would need to be considered as part of any development.

Redevelopment also offers opportunities for visual improvement through good quality design, which could outweigh any potential negative impacts. The loss of the dairy should be addressed through its relocation elsewhere, in order to reduce the negative impact on service provision.

Allocate?



Proposed Use:

Residential, and retail and/or community uses.

Proposed Capacity:

Mixed use development including A1 retail frontage of about 1,000 sqm gross and about 45 dwellings, or

Residential development of about 53 dwellings including conversion of potential Local Heritage Assets.

Key Parameters/Conditions of Development:

Redevelopment should be subject to the relocation or re-provision of the existing uses. Assessment and treatment of contaminated land should be undertaken before development commences. Development proposals should incorporate green infrastructure provision, and should be accompanied by an Air Quality Assessment and appropriate mitigation measures. Development should provide a frontage onto St John's Road, with pedestrian and cycle routes through the site, and should retain and reuse potential Local Heritage Assets (Nos. 83-85 St John's Road and the main dairy building).

Phasing:

Years 1-5

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport. It is capable of being redeveloped to a higher density, making more efficient use of land and enhancing the quality of the built environment.

The site currently provides employment and local community services, partly within the St John's Neighbourhood Centre, and the viability of continuing to provide these services either on-site or elsewhere within the town should be assessed as part of any proposed redevelopment. The site would be suitable for an element of residential use within a mixed use development incorporating employment-generating uses such as retail and/or community facilities. Residential uses should be located to the rear of the site or above ground floor level in order to mitigate the effects of poor air quality.

Although the site would require investigation and treatment of contaminated land prior to development, the extent of contamination is unlikely to prejudice the viability of redevelopment.

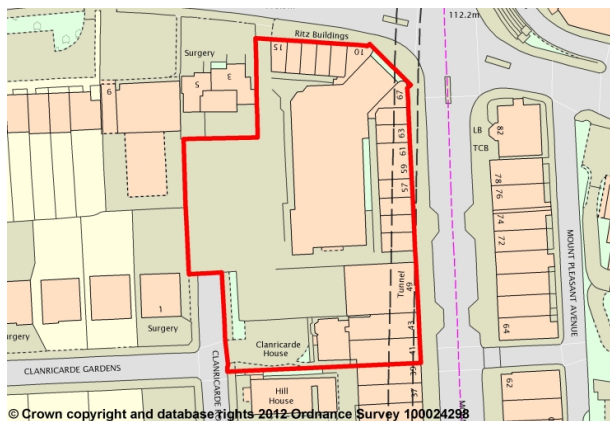
Should employment-generating uses not be considered viable, the site could also be suitable for solely residential use, which would make a more substantial contribution to the Borough's housing targets, although development would be constrained by the need to mitigate the impact of poor air quality.

Taking these factors into account, it is considered that the site is suitable for allocation for a mix of uses including retail and/or community and residential use.

Site No. 132

Site Name: Cinema Site, Mount Pleasant Road, Royal Tunbridge Wells TN1 1BT (town centre)

Site Plan



Brief Description

Former cinema and retail units, vacant and in varying degrees of disrepair. The site occupies a prominent position at a key node in the road network and the townscape, in the Primary Shopping Area and the heart of the town centre and the Conservation Area.

Site Area (hectares): 0.58

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for comprehensive redevelopment to deliver a mix of town centre uses.

Availability: The site is being actively promoted and is expected to come forward during the early part of the Plan period.

Deliverability: Constraints on development relate primarily to market interest and the viability of specific development proposals.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential to enhance employment opportunities through redevelopment of this site. High quality design offers an excellent opportunity to enhance the built environment, given the prominent position of the site at a crossroads in the centre of town, and to contribute to crime reduction, as the site has been vacant for many years.

Investigation and treatment of contaminated land may be required. Mitigation measures could also improve green infrastructure links through the site.

Redevelopment could also have positive impacts in terms of transport, as the site is in close proximity to the town centre for access to services and to the railway station and A26 for connectivity.

Allocate?



Proposed Use:

Mixed uses within the Church Road/Crescent Road Area of Change.

Proposed Capacity:

Capacity of sites within the Church Road Crescent Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Redevelopment of the site in isolation should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

The Church Road/Crescent Road Area of Change occupies a prominent position within the townscape and, with its close proximity to the railway station, bus services and the A26, is a highly accessible area within the heart of the town centre. It has traditionally provided a focal point for leisure, community, cultural and civic facilities, supported by complementary retail and residential uses and public parking provision. Although the Area is home to highly valued corporate, civic and leisure facilities, it also contains many buildings and areas which are under-utilised and of poor or variable quality and a large site (the Cinema Site, Site 132) which has been vacant and derelict for many years.

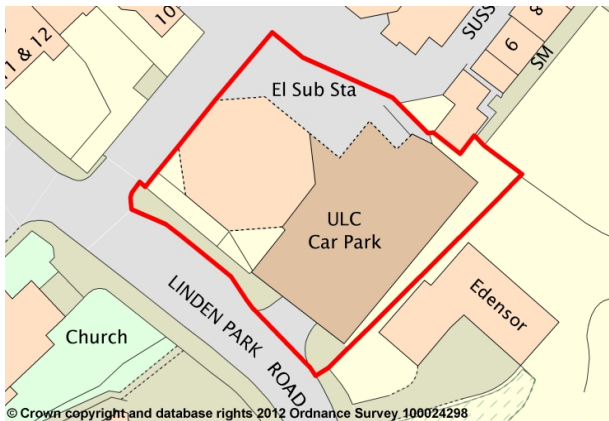
Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area, creating significant landmarks, strengthening the link between the northern and southern parts of the town centre, and enhancing the vitality and viability of the centre as a whole. It would represent more efficient and more intensive use of land within a sustainable location, and could deliver high quality development that makes a significant contribution to the Borough's development requirements while retaining the valued functions and physical features that it currently provides.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 147

Site Name: Auction House and public car park, Linden Park Road, Royal Tunbridge Wells TN2 5QL (town centre)

Site Plan



Brief Description

The site comprises a hexagonal building currently used for auctions, with parking below and a surface level car park adjacent, at the southern end of The Pantiles.

Site Area (hectares): 0.13

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for a range of town centre uses, although its proximity to existing residential neighbourhoods restricts the type and intensity of redevelopment that would be acceptable on the site.

Availability: The site is being actively promoted and is expected to come forward within the early part of the Plan period.

Deliverability: There are no known constraints on the deliverability of the site, other than the need to retain an equivalent amount of public car parking on-site or in the vicinity.

Sustainability Appraisal

The Sustainability Appraisal highlights the need to retain some employment or retail use, in order to avoid negative impacts on employment. However, redevelopment could have positive impacts in terms of service provision and transport, as the site is in close proximity to The Pantiles for access to retail facilities and services and fairly close to the railway station. Development could also improve pedestrian links with the retail area and, through careful design, enhance the built environment and provide green infrastructure links to create a positive impact in terms of the natural environment.

Allocate?

Proposed Use:

Mix of uses to include a combination of retail, leisure, residential, employment, hotel, leisure and health-related uses, and parking

Proposed Capacity:

300sqm of retail floorspace, 200-500sqm of leisure floorspace, 15-20 dwellings and 54 public car parking spaces, or

a similar mix and quantum of uses.

Key Parameters/Conditions of Development:

Development should be based on high quality design that enhances the setting of The Pantiles and of the wider Conservation Area. Development should reprovide the existing quantum of public car parking spaces unless it can be demonstrated that this requirement has been met elsewhere in the vicinity. Development should be dependent upon the reprovision, or relocation to a suitable alternative location within the town centre, of the auction house function. Development proposals should incorporate green infrastructure and high quality pedestrian links to the Primary Shopping Area of The Pantiles, and should investigate the potential for enhancing pedestrian links to the Eridge Road Area of Change.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. The redevelopment of poor quality and underused sites within key town centre locations offers an opportunity to provide greatly enhanced services and facilities that are widely accessible.

Redevelopment of this site provides an opportunity to enhance the provision of retail and leisure facilities within a very popular part of the Primary Shopping Area, and to substantially improve the quality of the built environment, providing a landmark and visual gateway into The Pantiles, improving pedestrian permeability and enhancing the wider Conservation Area. It currently provides public car parking in a convenient location for visitors to this part of the town centre and regular auctions which complement the surrounding retail and leisure facilities.

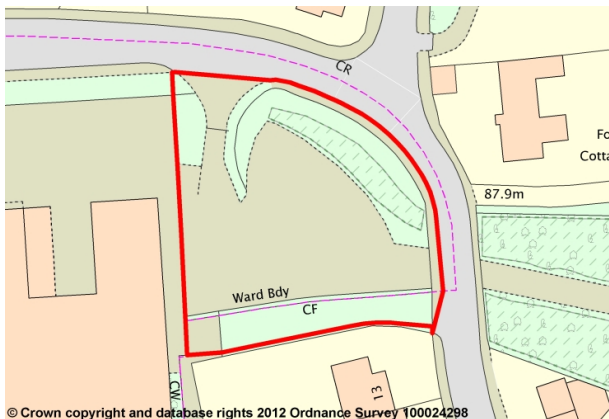
The provides a transitional space between this busy part of the Primary Shopping Area and the community and residential uses further south. An element of residential use would also be appropriate on this site, contributing to the Borough's housing targets and providing a link between the high-density mixed use character of The Pantiles and the low-density residential neighbourhood to the south. To maintain the attractiveness of the area for visitors and tourists, public car parking should be retained either on-site or in the close vicinity, and any loss of parking on this site should be compensated for within the Eridge Road Area of Change.

Redevelopment also provides an opportunity to strengthen pedestrian and visual connectivity between The Pantiles and the Eridge Road Area of Change.

Site No. 151

Site Name: West Station Coach Park, Linden Park Road, Royal Tunbridge Wells TN2 5QR

Site Plan



Brief Description

Site is located to the south side of Linden Park Road close to its junction with Montacute Road and adjacent to a superstore. Site is a hard surfaced area, used as a coach park, sloping down 2-3m below Linden Road and surrounded by a brick wall. It is crossed by the disused Tunbridge Wells-Eridge railway line.

Site Area (hectares): 0.23

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is considered suitable for residential redevelopment, as it is within a predominantly residential area, in a sustainable location close to the town centre.

Availability: The site is considered to be available.

Deliverability: The site is currently used as a coach park and an alternative location would need to be found for this use before the site could be redeveloped. Redevelopment would also need to avoid compromising the future re-opening of the Tunbridge Wells-Eridge railway line, which is safeguarded under Policy AL/STR 3.

Sustainability Appraisal

The Sustainability Appraisal highlights the need to relocate the current coach parking facility, and the constraint represented by the disused railway line. These factors could create a negative impact in terms of transport.

However, development could enhance the appearance of the site and would represent an efficient use of land.

Allocate?



Proposed Use:
Residential

Proposed Capacity:

14 dwellings

Key Parameters/Conditions of Development:

Redevelopment is subject to relocation of the coach parking facility to a convenient and suitable alternative location, and to the continued safeguarding of the disused railway line (Policy AL/STR 3) with a view to the future reinstatement of rail services from Tunbridge Wells to Eridge. Built development should be confined to the northern edge of the site and should incorporate noise attenuation measures to mitigate the impact upon residents of railway services being reintroduced.

Phasing:

Years 1-5

Justification

Core Policy 1: Delivery of Development gives priority to the release of sites such as these, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location close to town centre services and facilities, and to public transport provision, and would in principle be suitable for residential redevelopment.

The site currently provides a coach parking facility for visiting tour groups. However, this facility could potentially be relocated to another site within the vicinity of The Pantiles, given that it is not intensively used and could perhaps be combined with other uses within a shared facility.

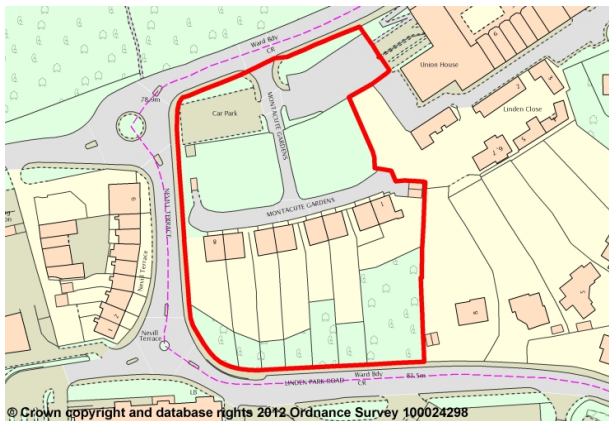
The site is crossed by the disused Tunbridge Wells-Eridge railway line, which is safeguarded under Policy AL/STR 3. It is the long-term aspiration of this and neighbouring local authorities to re-open this line for commercial rail services. Development proposals would therefore need to accommodate the possible re-opening of this line in the future, and built development would need to be confined to the northern edge of the site and to incorporate noise attenuation measures to mitigate the impact upon residents of railway services being reintroduced.

Notwithstanding these constraints, it is considered that the site is suitable for allocation for a limited amount of residential development.

Site No. 177

Site Name: Land at Montacute Gardens including surface car park, Royal Tunbridge Wells TN4 8HG (town centre)

Site Plan



Brief Description

A surface public car park to the north, with a row of large semi-detached 19th/20th century villas to the south, partially separated by an area of trees. The site occupies a prominent position near the southern boundary of the town centre, in the Conservation Area and the Primary Shopping Area. It sits opposite Tunbridge Wells Common to the north, with access onto the A26.

Site Area (hectares): 1.06

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site provides some public parking spaces and residential uses, and is considered suitable for a range of town centre uses.

Availability: The site is being actively promoted and is assumed to be available.

Deliverability: Development would need to take into account the constraints identified in the Sustainability Appraisal.

Sustainability Appraisal

The Sustainability Appraisal highlights the constraints on development represented by the site's location and environmental designations. The site is entirely within the Conservation Area and 60% within the AQMA buffer zone, and a quarter of the site is designated as Commons. There is a watercourse on and under the site, 2% of the area is considered to have Archaeological Potential, and there are several Tree Protection Orders at the boundary. A small part of the site is within Flood Zones 2 and 3 (5% and 2% respectively).

These factors would constrain the density with which the site could be redeveloped, and proposals would need to incorporate good quality design and mitigation measures to prevent any negative impacts. Development offers the potential to enhance green infrastructure links with the Common. Access to the site is good with good road links and pedestrian access to local services and facilities.

Allocate?



Proposed Use:

Mixed uses within the Eridge Road Area of Change.

Proposed Capacity:

Capacity of sites within the Eridge Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Redevelopment of the site in isolation should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Other key parameters and conditions of development are outlined in the Area of Change policy.

Phasing:

Years 6-10.

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

The Eridge Road Area of Change occupies a prominent position within the townscape and potentially provides a gateway to the town centre from the south and an enhanced setting for The Pantiles. It has traditionally provided a mix of office and retail uses to the north east and a residential area to the south west, with substantial amounts of public car parking. The Area is an important strategic location in terms of the Borough's emerging parking strategy, as the most suitable location for enhanced parking provision in the south of the town centre. The Area is also within the town centre Key Employment Area.

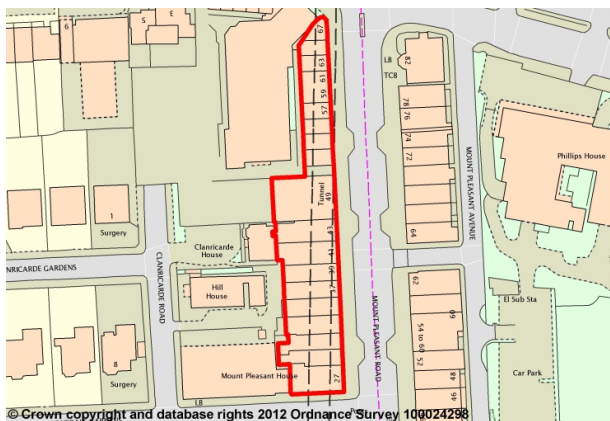
Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area and the setting of Tunbridge Wells Common and The Pantiles, to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 179

Site Name: 27-67 Mount Pleasant Road, Royal Tunbridge Wells TN1 1PT (town centre)

Site Plan



Brief Description

Retail frontage, overlapping Sites 132 (Cinema Site) and 102 (Mount Pleasant House). The site forms part of the town's Primary Shopping Area and occupies a prominent position adjacent to the railway station entrance.

Site Area (hectares): 0.21

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable to continue in retail use, with other town centre uses located above ground floor.
Availability:	The site is not being actively promoted but may come forward during the Plan period as part of a wider comprehensive redevelopment.
Deliverability:	The main constraints on deliverability are market interest and the viability of redevelopment proposals.

Sustainability Appraisal

The Sustainability Appraisal highlights the negative impact, in terms of employment and possibly also service provision, of the loss of the retail units, and emphasises the need to retain a retail or employment use, particularly as the site is within the Primary Shopping Area of the town.

However, redevelopment of the site provides an opportunity to enhance the built environment within the Conservation Area and to contribute to crime reduction through high quality design. Mitigation measures could create a positive impact in terms of the natural environment and biodiversity, by providing green infrastructure links. Redevelopment would also have positive impacts in terms of transport, as the site is in close proximity to the town centre for access to services and to the railway station and A26 for connectivity.

Allocate?



Proposed Use:

Mixed uses within the Church Road/Crescent Road Area of Change.
<p>Proposed Capacity:</p> <p>Capacity of sites within the Church Road/Crescent Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Redevelopment of the site in isolation should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

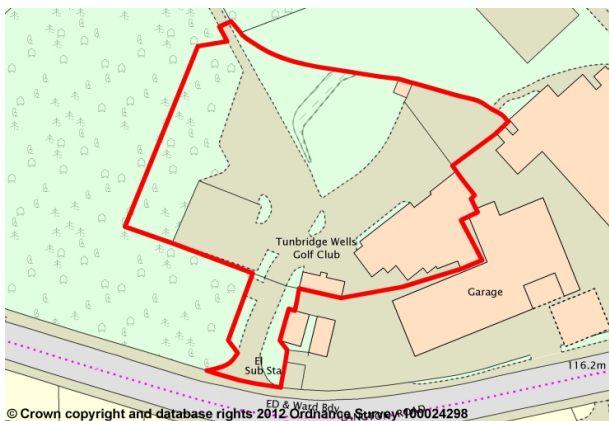
The Church Road / Crescent Road Area of Change occupies a prominent position within the townscape and, with its close proximity to the railway station, bus services and the A26, is a highly accessible area within the heart of the town centre. It has traditionally provided a focal point for leisure, community, cultural and civic facilities, supported by complementary retail and residential uses and public parking provision. Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area, to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 184

Site Name: Tunbridge Wells Golf Club, Langton Road, Royal Tunbridge Wells TN4 8XH

Site Plan



Brief Description

The site lies to the north of Langton Green Road, to the south and east of the golf course and to the west of a car showroom. It includes the entrance to the golf club, clubhouse building, car park and small putting green, with some tree cover.

Site Area (hectares): 0.42

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	Although the site is predominantly previously developed land and partly inside the LBD, the western half lies in a narrow strip of Green Belt preventing the coalescence of Royal Tunbridge Wells and Rusthall, and includes mature tree cover. Other than the adjacent car showroom, the surrounding area is characterised by hotel and leisure uses on the edge of open countryside, with some low-density housing across a heavily trafficked main road. The site is considered suitable for hotel, leisure and other employment-generating uses in keeping with the character of the area or, should such uses not be viable, for low-density residential development.
Availability:	The site is being promoted for residential development and is believed to be available during the Plan period.
Deliverability:	Part of the site could be developed in conjunction with the adjacent site, Site 68 (Lifestyle Tunbridge Wells).

Sustainability Appraisal

The Sustainability Appraisal highlights the need for mitigation measures to reduce the negative impact of development upon the landscape and the natural environment, and the potential negative impacts upon service provision and health of removing recreational provision.

However, positive impacts are possible through the creation of green infrastructure links. As access to the site is good, development could also have a positive impact in terms of transport.

Allocate?

Proposed Use:

C1 hotel and/or D1 leisure, or residential.
<p>Proposed Capacity:</p> <p>4 dwellings or 500sqm of C1 hotel or D1 leisure floorspace.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Provision of a new clubhouse and associated parking for the golf club may be acceptable within the Green Belt, but should be of a form and scale that reflects the landscape and design constraints of the area.</p> <p>Other development should be confined to the part of the site that lies inside the LBD, and should not compromise access to the golf course and associated facilities. Any development should be focused on the eastern part of the site, allow for the retention of the mature trees and be of a design that conserves and enhances the special character of the Conservation Area. Green infrastructure links should be provided, enhancing the biodiversity value of the site and linking the golf course to Tunbridge Wells Common.</p> <p>Development in conjunction with Site 68 (Lifestyle Tunbridge Wells) should be considered, with access provided through the road frontage of Site 68 rather than through the existing Golf Club entrance, which offers only limited width and visibility.</p>
<p>Phasing:</p> <p>Years 6-11</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. Half of the site meets these criteria and is considered suitable for redevelopment. The Sustainability Appraisal highlights the potential negative impacts of redevelopment upon the landscape and natural environment. However, these concerns can be addressed through careful and sensitive design that enhances the transition between the natural and built environment and makes a positive contribution to the Conservation Area, and through the provision of green infrastructure links.

Developing this half of the site for hotel or leisure uses in conjunction with Site 68 would help to retain employment opportunities in this area and would complement the existing adjacent uses. However, residential development, also in conjunction with Site 68, would help to meet the Borough's housing targets and would provide an opportunity to enhance the built environment in the Conservation Area.

The remaining half of the site falls within the Green Belt and should be retained for open recreational use, to reflect the general presumption against inappropriate development in the Green Belt provided by Core Policy 2. The National Planning Policy Framework identifies the provision of appropriate facilities for outdoor sport and recreation as an exception to this general presumption, and may justify the provision of a new clubhouse and associated parking for golf club members within the Green Belt.

Taking these factors into account, it is considered that the site is suitable for allocation either for hotel or leisure use or, should these uses not be viable, for residential development.

Site No. 190

Site Name: Mount Pleasant Avenue Car Park, Royal Tunbridge Wells TN1 1QY (town centre)

Site Plan



Brief Description

The site is a narrow, sloping, surface car park, accessed from Mount Pleasant Avenue to the west, adjacent to Calverley Grounds to the east and south, with a large purpose-built office building to the north.

Site Area (hectares): 0.13

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site currently provides car parking, for local employees from Monday to Friday, and for the public on Saturday and Sunday. Road access is rather constrained and high quality design would be needed to avoid detracting from the setting of Calverley Grounds. However, the site is centrally located within the town centre, in an area characterised by office and retail uses. It is considered suitable for office development.
Availability:	The site is being actively promoted and is likely to come forward early in the Plan period.
Deliverability:	Development is subject to the reprovision of car parking in a suitable convenient alternative location.

Sustainability Appraisal

The Sustainability Appraisal highlights the location of the site entirely within the Conservation Area, with mature trees along the east and west boundaries, and the need to allow for parking provision to be replaced elsewhere. It also emphasises the opportunity for crime-prevention measures to be incorporated in new development, and some limited potential for enhanced green infrastructure links with Calverley Grounds.

Pole-mounted solar panels serve the office building to the north, and would need relocating if this site were developed, to prevent a negative impact upon the generation of renewable energy.

However, the site is in close proximity to the railway station and town centre services, with good vehicle access. Being within the town centre Key Employment Area, it presents an opportunity for business or mixed use development, the latter possibly including some residential use.

Allocate?



<p>Proposed Use:</p> <p>Commercial office use.</p>
<p>Proposed Capacity:</p> <p>3,200 sqm B1 office floorspace.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development would depend on the provision of suitable alternative parking space and on a high quality design that conserves and enhances the setting of Calverley Grounds and the Conservation Area. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. Development should be no more than three storeys high and should provide an amount of renewable energy equivalent to that generated by the pole-mounted solar panels currently serving the building to the north. Green infrastructure links should also be provided.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 7: Employment Provision of the Core Strategy seeks to retain existing employment floorspace and encourage new floorspace in the Key Employment Areas, including the town centre, on allocated sites and vacant sites. The Employment Land Review Update (2010) supports the provision of new office floorspace, concluding that the outdated office stock in the town centre is one of the Borough's weaknesses and that some of this stock should be replaced by new, high quality, Grade A floorspace within the key existing office locations.

This site is considered to be in a key office location within the town centre Key Employment Area, with easy access to the railway station, retail and restaurant facilities. Delivering new office floorspace in this location would help to strengthen the town centre as an office location, reflecting the aims of Core Policy 7: Employment Provision. The Sustainability Appraisal highlights the potentially positive impacts of development in terms of transport, and the opportunities it presents to enhance green infrastructure links and the built environment within the Conservation Area.

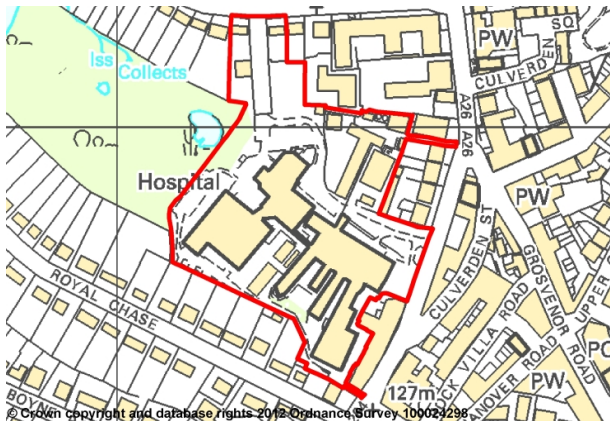
Development of this site would represent a loss of 48 long stay parking spaces made available to local employees on weekdays and to the public at the weekend. However a review of current usage levels, undertaken for the Royal Tunbridge Wells Urban Area Parking Strategy (2011), found that spare capacity within the main town centre car parks exceeds 1,237 spaces, enabling the demand for parking on this site to be absorbed. Consolidating parking provision within larger multi-storey car parks would provide an opportunity to release this small surface level car park for development, representing efficient use of previously developed land.

Taking these factors into account, it is considered that this site is suitable for allocation for employment uses.

Site No. 191

Site Name: Land at former Kent & Sussex Hospital, Mount Ephraim, Royal Tunbridge Wells TN4 8AT (town centre)

Site Plan



Brief Description

The site contains several vacant buildings formerly providing NHS hospital services and is at the north of the town centre, in an area providing a mix of residential, retail and office uses. It includes road frontages on Mount Ephraim and Culverden Park, and adjoins a wooded area to the west designated as an Area of Landscape Importance and a Site of Local Nature Conservation Value.

Site Area (hectares): 4.25

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The suitability of the site is established by Local Plan policy H7 and an extant planning permission for a mixed use development (12/02547/EIAMJ)
Availability:	The site is, together with Site 1010, the subject of an extant planning permission for a mixed use development (12/02547/EIAMJ).
Deliverability:	The site is considered to be deliverable and has an extant planning permission. Should the planning permission not be developed, a further application would need to be submitted.

Sustainability Appraisal

Redevelopment of the site would have many positive impacts, particularly upon the Borough's housing need, if strong mitigation measures and good quality design are incorporated. Part of the site (28%) is within the Air Quality Management Area and redevelopment could have a positive impact upon air quality. The site is in close proximity to the A26 and close to the railway station and bus routes. Development could have positive impacts upon transport and the natural environment, providing opportunities for pedestrian links with the Primary Shopping Area and also across Mount Ephraim, and green infrastructure links.

The Sustainability Appraisal recommends the retention of some employment or retail purpose in addition to residential use, in order to avoid a negative impact on employment provision.

Allocate?



Proposed Use:

Mixed use to include residential, office and community uses, and a children's play area.

Proposed Capacity:

200 dwellings, 4,046 sqm of office floorspace and 1,100 sqm of floorspace for community uses. A children's play area to LEAP standards.

Key Parameters/Conditions of Development:

Key parameters / conditions of development are established by Local Plan policy H7: Site of Kent and Sussex Hospital, Mount Ephraim. These include: investigation and remediation of contaminated land; an assessment of the ecological and biodiversity potential of the site and appropriate mitigation measures; road layout and pedestrian, cycle and parking improvements. In addition, development proposals should be accompanied by a Transport Assessment and a Travel Plan, and an Air Quality Assessment and appropriate mitigation measures.

Phasing:

Years 1-5

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site has been vacant for some years and was identified in the Local Plan (2006) as an allocated site with the potential to make a significant contribution to the Borough's housing needs.

The site is in a sustainable location within a mixed use area on the periphery of the town centre and close to predominantly residential areas. It is close to town centre facilities and services, and accessible by public transport, and so is considered suitable for a predominantly residential mix of uses.

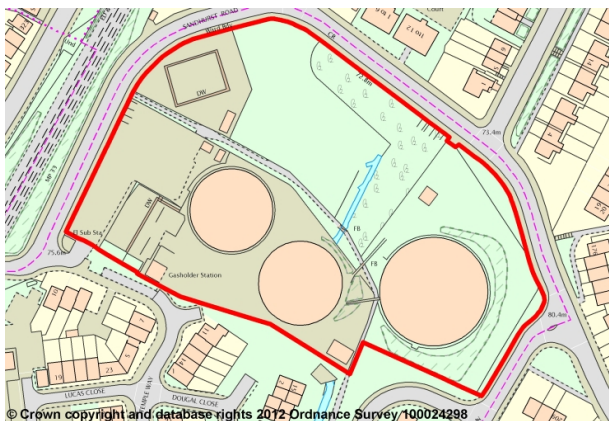
The Sustainability Appraisal highlights the many opportunities that redeveloping the site presents to contribute to the strategic objectives of the Core Strategy. The site is the subject of an extant planning permission which has established the principle of its suitability for redevelopment for a mix of uses.

Taking these factors into account, it is considered that the site is suitable for allocation for a mix of uses in support of the extant planning permission. The allocation would provide guidance for future redevelopment proposals should this permission not come forward.

Site No. 194

Site Name: Former Gas Works, Sandhurst Road, Royal Tunbridge Wells TN2 3DB

Site Plan



Brief Description

The site is a large and relatively flat site, within a predominantly residential area and close to High Brooms railway station. It is bounded by Sandhurst Road to three boundaries and new housing to the south. The site comprises gas works land and contains a number of gas holders.

Site Area (hectares): 1.78

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is part of a larger site, allocated in the Local Plan 2001 First Deposit Copy for residential redevelopment, the larger part of which has since been redeveloped. It is considered suitable for residential redevelopment.
Availability:	The site is being promoted for residential redevelopment during the early part of the Plan period.
Deliverability:	There are no known constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the positive impact of redeveloping this site, in terms of housing need and the efficient use of land. It also emphasises that redevelopment would provide opportunities to create green infrastructure links to Grosvenor Park and Hilbert Local Nature Reserve to the rear of the recently developed area to the south. This could make a positive contribution to social inclusion and health by linking the development with the park and its recreational facilities, and would reduce the negative impact on biodiversity and the natural environment.

Remediation measures would be needed to mitigate the potentially negative impact of pollution from contaminated land, and the pond and watercourse on site and its link to the nearby Local Nature Reserve would also need to be considered.

Good design could make a positive contribution to the built environment and could contribute to crime reduction by providing a more active frontage to the site.

Allocate?



Proposed Use:

Residential

Proposed Capacity:

170 dwellings

Key Parameters/Conditions of Development:

Investigation and treatment for contamination should be carried out prior to development commencing. Proposals should be accompanied by a Transport Assessment and a Travel Plan, and by an Air Quality Assessment and appropriate mitigation measures. An appropriate scheme for access into and through the site should be included, to include segregated pedestrian and cycle links through the site, vehicular access from adjoining development at Temple Way and Addison Road, and a maximum design speed of 20mph for roads within the site. Development should take advantage of the existing watercourses through the site and open up culverts, and should incorporate green infrastructure links to the Hilbert Recreation Ground and landscape buffers to the railway and electricity installations. Development should be of a range of heights to take advantage of the topography of the site. A financial contribution should be made to improving pedestrian, cycle and vehicular links across the railway line at the Sandhurst Road / Upper Grosvenor Road junction.

Phasing:

Years 1-5

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area, close to local shops and services and accessible by public transport. Its redevelopment could substantially improve the quality of the built environment in this area, while making a significant contribution to the Borough's housing needs.

The Sustainability Appraisal highlights the need for remediation of contaminated land but also the potentially positive impacts of redevelopment in terms of enhancing green infrastructure links, providing access to recreation open space and reducing opportunities for crime. The site covers a large area and, due to its topography and the character of surrounding developments, could be redeveloped at a high density and incorporate high quality open spaces that enhance biodiversity, provide recreational amenity space and encourage pedestrian and cycle access through the site.

Taking these factors into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 195

Site Name: Land at Meadow Road/Belgrave Road/Tunnel Road, between Upper Grosvenor Road and Goods Station Road, Royal Tunbridge Wells TN1 2BT (town centre)

Site Plan



Brief Description

Site lies between Upper Grosvenor and Goods Station Roads and comprises various land uses, including a builders' merchant, church, commercial and residential properties. The site is on the edge of the town centre boundary and adjacent to established residential areas.

Site Area (hectares): 0.82

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for residential redevelopment, subject to the relocation of existing uses as required.
Availability:	The site is in multiple ownership but is being promoted for residential redevelopment. Parts of the site may come forward separately at different times.
Deliverability:	Parts of the site may come forward separately at different times, and their redevelopment will be subject to the relocation of existing uses to suitable alternative premises as required.

Sustainability Appraisal

Development of the site could have a positive environmental impact, protecting biodiversity by providing green space linking through to the railway line, if sound mitigation measures are in place. The potential negative impact of contaminated land would also need to be mitigated.

Development offers opportunities for a high standard of innovative and sustainable design, and should incorporate energy efficiency, renewable energy measures and SUDS to alleviate off-site flood risk.

This is a well located site close to the provision of town centre services and facilities, and its development would have a positive impact on social inclusion. However, unless the proposed development is for a mix of uses, it would represent a loss of employment opportunities.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>76 dwellings.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Assessment and treatment of contaminated land should be undertaken before development commences.</p> <p>Development proposals should contribute to enhanced biodiversity by providing green space linking through to the railway line.</p> <p>Development will be subject to the relocation of existing uses to suitable alternative locations as required.</p>
<p>Phasing:</p> <p>Years 6-10. Site may come forward in phases.</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport, and so is considered suitable for residential use. It is capable of being redeveloped to a higher density, making more efficient use of land within the town centre.

While the Sustainability Appraisal identifies a range of potential impacts, the negative impacts are outweighed by those of positive or neutral effect. Uncertainties about land contamination and environmental impacts will need to be resolved through mitigation measures.

Core Policy 7: Employment Provision seeks to safeguard for employment use areas and buildings in existing employment use if they are well located, capable of providing good quality modern accommodation attractive to the market, and meet a range of employment uses to support the local economy. However, it does not preclude the redevelopment of sites which, while currently in employment use, do not fulfil these criteria. Concerns about the loss of employment opportunities should be addressed by providing for the relocation of existing uses as necessary in suitable locations within the Borough.

The site could be developed in conjunction with the adjoining site, 55-61 Goods Station Road (Site 1031). This would offer opportunities for a more comprehensive redevelopment of a larger site. However, it is recognised that the site may come forward in phases rather than as a single comprehensive redevelopment. This is considered to be acceptable, as the existing uses could, and currently do, co-exist with existing residential properties in close proximity.

Site No. 199

Site Name: Land at Medway Road, Royal Tunbridge Wells TN1 2YB

Site Plan



Brief Description

The site contains industrial units but is in a predominantly residential area, much of which has been recently developed. It is close to both recreation open space and the town centre.

Site Area (hectares): 0.19

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is part of a larger site allocated for residential redevelopment in the Local Plan 2006 and is considered suitable for residential redevelopment.
Availability:	The site is being promoted for residential redevelopment during the Plan period and is assumed to be available.
Deliverability:	The site is expected to come forward subject to the relocation of the existing use elsewhere in the Borough.

Sustainability Appraisal

The Sustainability Appraisal highlights the potentially strongly negative impact of redevelopment on employment provision, and the need for remediation measures in order to avoid a negative impact in terms of pollution.

However, redevelopment would have a positive impact in terms of transport, as the site has good access to the town centre and primary road network, and in terms of meeting the Borough's housing needs and making efficient use of land.

Allocate?



Proposed Use:
Residential

Proposed Capacity:

8 dwellings

Key Parameters/Conditions of Development:

Investigation and treatment of contaminated land should be undertaken before redevelopment commences. Redevelopment should be dependent on the relocation, to a suitable alternative location within the Borough, of the existing employment use. Proposals should respect the scale and form of properties on Quarry Road.

Phasing:

Years 6-11

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport. Its redevelopment would represent the efficient use of land within a sustainable location. Although the site is under 0.2 hectares, it has been assessed in conjunction with Site 343 as the remaining parts of a housing land allocation under Local Plan 2006 policy H6(e). The two sites may come forward as a comprehensive development.

The site has traditionally been used for employment-generating purposes and Core Policy 7: Employment Provision seeks to safeguard buildings in existing employment use if they provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market. However, the site is within a predominantly residential area, and so its redevelopment for employment uses is unlikely to be practical or viable. Some employment-generating uses might also be inappropriate in this location, creating conflict with the residential amenity of the surrounding neighbourhood. Concerns about the impact on employment opportunities could be addressed through the relocation of the existing employment use to a suitable alternative location elsewhere in the Borough.

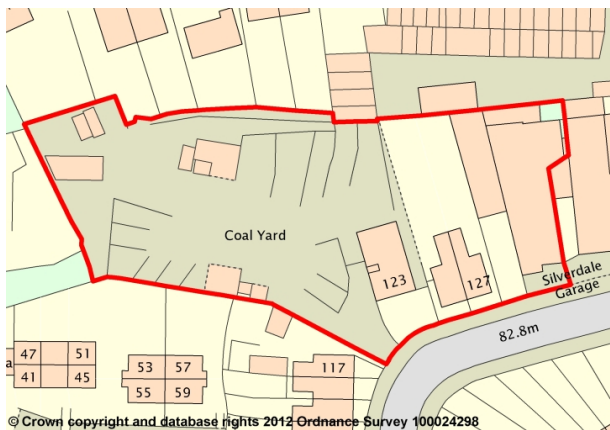
Although the site would require investigation and treatment for contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, the site is considered suitable for allocation for residential redevelopment.

Site No. 263

Site Name: 123-129 Silverdale Road, Silverdale Road / Merrion Way, Royal Tunbridge Wells TN4 9HX

Site Plan



Brief Description

The site lies north of Silverdale Road and consists of three occupied residential properties, a former coal yard and a number of vacant commercial buildings (Silverdale Garage). It is located in a predominantly residential neighbourhood, close to local shops and services, and within walking distance of High Brooms railway station.

Site Area (hectares): 0.35

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for residential redevelopment.
Availability:	The site is being promoted for residential redevelopment during the early part of the Plan period.
Deliverability:	Although the site is in multiple ownership, it could come forward as separate developments.

Sustainability Appraisal

The Sustainability Appraisal highlights the need for remediation of contaminated land, as the site was formerly in industrial use, and the potential negative impact of the loss of the existing employment use. Parking would need to be provided as part of the development, to avoid an increase in on-street parking.

However, redevelopment of the site could have a positive impact in terms of meeting the Borough's housing needs, the efficient use of land, and transport. Sympathetic development would also improve the visual appearance of the site and reduce opportunities for crime, as it is currently associated with anti-social behaviour such as littering, flytipping and graffiti.

Allocate?

Proposed Use:
Residential

Proposed Capacity:

20 dwellings (net)

Key Parameters/Conditions of Development:

Investigation and treatment of contaminated land should be undertaken before development commences. Development should provide for the relocation of existing employment uses to suitable alternative locations where necessary. A single point of access should be provided from Silverdale Road. Parking provision should be incorporated on-site, and a financial contribution may be required to the provision of a Residents' Parking Zone.

Phasing:

Years 1-5 and 6-10. Site may come forward in phases.

Justification

The Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to local shops and services, and is accessible by public transport. Although it currently provides a small amount of both housing and employment, it is capable of being redeveloped to a higher density, making more efficient use of land in sustainable locations.

Parts of the site have traditionally been used for employment-generating purposes and Core Policy 7: Employment Provision seeks to safeguard buildings in existing employment use if they provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market. However, the site is physically constrained and within a predominantly residential area, and so its redevelopment for employment-generating uses is unlikely to be practical or viable. Some employment-generating uses might also be inappropriate in this location, creating conflict with the residential amenity of the surrounding neighbourhood.

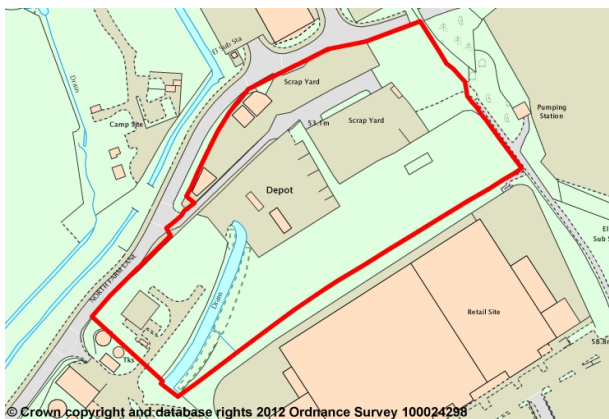
Although the site would require investigation and treatment for contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 322

Site Name: Land north of Kingstanding Way, Royal Tunbridge Wells TN2 3EE

Site Plan



Brief Description

The site comprises a depot building and scrap yards, currently in use by a number of waste and scrap metal businesses. It is within the North Farm/Longfield Road Key Employment Area, adjacent to industrial uses including a sewage works and pumping station, and some retail warehousing to the south.

Site Area (hectares): 2.17

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. A small part of the site is within the functional floodplain, and it also contains a Public Right of Way. It is considered suitable for employment uses.
Availability:	The site is not being actively promoted but could come forward for redevelopment during the Plan period.
Deliverability:	There are no known constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal emphasises that flood risk limits the redevelopment potential of the site, and that the presence of contaminated land may have a negative impact in terms of pollution. Part of the site (15%) is within the functional floodplain, where vulnerable development should be avoided and guidance on flood risk followed.

However, the site has good access to the primary road network, and its redevelopment could also represent efficient use of land and have positive impacts in terms of service provision.

Allocate?



Proposed Use:
 B1 business, B2 general industry, B8 storage and distribution, and other employment-generating uses providing an equivalent or greater number of jobs as the existing use.

Proposed Capacity:

Approximately 5,000 sqm floorspace

Key Parameters/Conditions of Development:

Investigation and treatment of contaminated land should be undertaken before development commences. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. A site-specific Flood Risk Assessment should be carried out before development commences and development proposals should follow current guidance on flood risk. Green infrastructure should be incorporated, utilising the area of the site within the functional floodplain, and measures to enhance walking and cycling.

Phasing:

Years 11-15

Justification

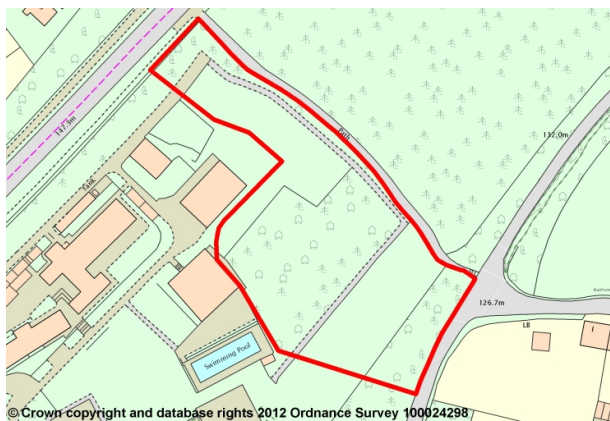
The Core Strategy seeks to maintain the overall net amount of employment floorspace across the Borough and to encourage new floorspace within the Key Employment Areas (Core Policy 7: Employment Provision). This site lies within the North Farm/Longfield Road Key Employment Area and its redevelopment for employment purposes would provide an opportunity to enhance the standard of accommodation available within this KEA and hence to encourage business growth and increase employment opportunities within the Borough.

A small part of the site is within the functional floodplain, and it also contains a Public Right of Way. These factors constrain the development potential of the site, and appropriate measures to assess and mitigate flood risk will need to be taken as part of any development proposals. Notwithstanding these constraints, it is concluded that the site should continue to be allocated for employment uses during the Plan period. This can be achieved through a policy addressing development proposals within the North Farm/Longfield Road Key Employment Area.

Site No. 335

Site Name: Land at Beechwood Sacred Heart School, Pembury Road, Royal Tunbridge Wells TN2 3QD

Site Plan



Brief Description

A plot of greenfield land to the east of Beechwood Sacred Heart School. The site lies almost entirely inside the LBD and the Conservation Area, adjacent to school buildings but opposite a large residential neighbourhood, with access onto Pembury Road.

Site Area (hectares): 0.65

Predominantly greenfield

Inside the Limits to Built Development

Analysis

Suitability:	Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements, but that selected greenfield sites inside or adjacent to the LBD of settlements in the main urban area will also be allocated as appropriate. The site is constrained in that it slopes steeply downwards to the south east and contains a number of mature specimen trees and a designated Area of Landscape Importance. However, it is considered suitable for a limited amount of residential development should the release of greenfield sites inside the LBD be required to maintain a supply of deliverable and developable sites.
Availability:	The site is being promoted for residential redevelopment, and is expected to come forward during the early part of the Plan period.
Deliverability:	There are no known constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impacts, in terms of biodiversity and the natural environment, and of making efficient use of land, of developing this predominantly greenfield site. The preservation of mature specimen trees on site would need to be considered in any development proposal.

However, it concludes that with careful design considerations and appropriate mitigation measures, limited residential development could contribute to the Borough's housing needs and have a positive impact in terms of social inclusion and service provision.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>27 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development should incorporate adequate vehicular and pedestrian access arrangements onto Pembury Road. The layout and location of development should take into account natural drainage. Other parameters and conditions of development are identified in the Sustainability Appraisal above.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

The Core Strategy (Core Policy 1(1)) gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. However, it also states that selected greenfield sites such as this, inside or adjacent to the LBD of settlements in the main urban area, will be allocated and released as appropriate to maintain a sufficient supply of deliverable and developable land.

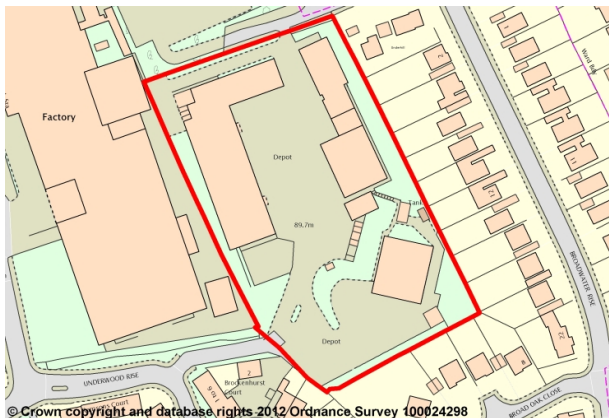
This site is well related to existing residential development and to public transport services on Pembury Road. Its development would need to address the constraints identified in the Sustainability Appraisal through careful and sensitive design. These constraints limit the scale and capacity of development that the site could accommodate. However, its allocation for residential development could make a useful contribution to the Borough's housing needs inside the LBD of Royal Tunbridge Wells.

Taking these factors into account, it is considered that this site is suitable for allocation for residential development.

Site No. 336

Site Name: Tunbridge Wells Telephone Engineering Centre, Broadwater Lane, Royal Tunbridge Wells TN2 5RE

Site Plan



Brief Description

The site is adjacent to the WA Turner Factory (Site 355), Sainsbury's foodstore and other residential development. It is close to the southern end of the town centre, with vehicle access onto Underwood Rise to the south west.

Site Area (hectares): 1.08

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site could potentially be accessed from Linden Gardens to the north east and from the car parking area to the north. It is considered suitable for residential development.
Availability:	The site is being promoted for residential redevelopment, and is expected to come forward during the early part of the Plan period.
Deliverability:	The site is currently in employment use but is understood to be an under-utilised facility that is expected to become obsolescent during the Plan period.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impact of residential redevelopment, in terms of employment opportunities, and the need to investigate alternative locations for the existing use. Residential development may also create additional pressure on primary school provision and other services in this neighbourhood, although there may be potential within the redevelopment for additional service provision.

However, redevelopment could have positive impacts in terms of housing needs, social inclusion, crime reduction, and the efficient use of land. With adequate mitigation measures, redevelopment could be beneficial in terms of connectivity to surrounding green infrastructure and improving the built environment of the surrounding residential area. Reducing the flow of heavy vehicle traffic flow could have a positive impact on the health of local residents and, as access to the site is good, redevelopment could have a positive impact in terms of transport.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>73 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development should be dependent on the relocation of the existing use, where necessary and practical, to a suitable alternative location within the Borough. Investigation and treatment of contaminated land should be undertaken before development commences. The site could come forward in conjunction with the WA Turner Factory (Site 355) as a comprehensive redevelopment, which should incorporate pedestrian links between Linden Gardens and Broadwater Lane. Development should incorporate adequate vehicle, cycle and pedestrian access arrangements into the site from both Underwood Rise and Linden Gardens, and should provide a pedestrian and cycle through route but not a vehicular through route. Development should conserve and enhance the Area of Landscape Importance within the site.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential neighbourhood close to town centre facilities and services, and accessible by public transport. It is capable of making a significant contribution to the Borough's housing targets, while also making more efficient use of land within a sustainable location and significantly improving the quality of the built environment within the area. A comprehensive redevelopment in conjunction with the WA Turner Factory (Site 355) would further enhance these potential benefits.

The site has traditionally been used for employment-generating purposes and Core Policy 7: Employment Provision seeks to safeguard buildings in existing employment use if they provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market. However, the site is within a predominantly residential area and lacks direct access to the primary road network, and so its redevelopment for employment uses is unlikely to be practical or viable. Some employment-generating uses might also be inappropriate in this location, creating conflict with the residential amenity of the surrounding neighbourhood, and the development of B1 office space within the town centre Key Employment Area could compensate for the loss of employment on this site, providing higher value jobs at higher employment densities.

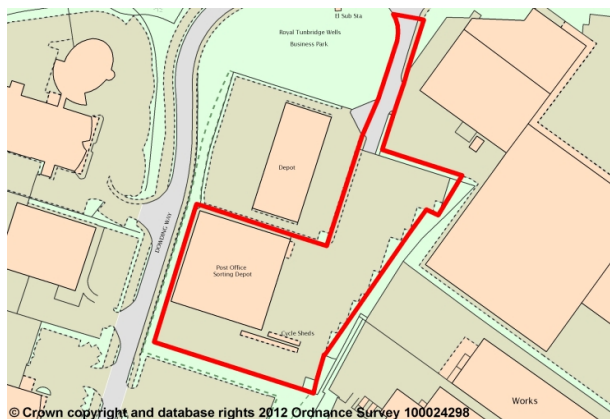
Although the site would require investigation and treatment for contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, the site is considered suitable for allocation for residential redevelopment.

Site No. 337

Site Name: Tunbridge Wells Delivery Office, Dowding Way, Royal Tunbridge Wells TN2 3XX

Site Plan



Brief Description

A Post Office sorting depot and car park, within the North Farm/Longfield Road Key Employment Area. The site is relatively flat, with road access within the Key Employment Area.

Site Area (hectares): 0.72

**Predominantly Previously Developed Land
Inside the Limits to Built Development**

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable to continue in its current use or to be redeveloped for other employment-generating uses.

Availability: The site is part of a larger site, the subject of an extant planning permission for change of use to a motor vehicle dealership (12/02480/FULMJ).

Deliverability: A new planning application would need to be submitted should the extant permission not be implemented.

Sustainability Appraisal

The Sustainability Appraisal highlights the need for the sorting depot to be re-located in order to avoid a negative impact on service provision, but also notes that redevelopment provides an opportunity to place this service closer to the town centre where there is better pedestrian access, hence contributing to improved social inclusion.

The site has good access to the primary road network connecting to major routes, and its redevelopment would represent the efficient use of land. Limited redevelopment for employment purposes may be possible subject to flood risk (1% of the site falls within the functional floodplain, where vulnerable development should be avoided and guidance on flood risk followed) and investigation and treatment of contaminated land.

Allocate?



Proposed Use:

<p>B1 business, B2 general industry, B8 storage and distribution, and other employment-generating uses providing an equivalent or greater number of jobs as the existing use.</p>
<p>Proposed Capacity:</p> <p>Approximately 5,000 sqm floorspace</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development proposals should be accompanied by a Transport Assessment and a Travel Plan. A site-specific Flood Risk Assessment should be carried out before development commences and development proposals should follow current guidance on flood risk. Green infrastructure should be incorporated, utilising the area of the site within the functional floodplain, and measures to enhance walking and cycling.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

The Core Strategy seeks to maintain the overall net amount of employment floorspace across the Borough and to encourage new floorspace within the Key Employment Areas (Core Policy 7: Employment Provision). This site lies within the North Farm/Longfield Road Key Employment Area and its redevelopment for employment purposes would provide an opportunity to enhance the standard of accommodation available within this KEA and hence to encourage business growth and increase employment opportunities within the Borough.

Although the Sustainability Appraisal highlights the flood risk affecting the site, only 1% of the site lies within the functional floodplain and this should not therefore represent a significant constraint on the redevelopment of the site.

Taking these factors into account, it is concluded that the site should continue to be allocated for employment uses during the Plan period. This can be achieved through a policy addressing development proposals within the North Farm/Longfield Road Key Employment Area.

Site No. 342

Site Name: Land at Bayhall Road/Forest Road, Hawkenbury, Royal Tunbridge Wells TN2 4TS

Site Plan



Brief Description

The site is a small, densely wooded area within an established residential neighbourhood, with Dunorlan Park to the north and a major employment site to the south.

Site Area (hectares): 0.36

Predominantly greenfield

Inside the Limits to Built Development

Analysis

Suitability:	Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements, but that selected greenfield sites inside or adjacent to the LBD of settlements in the main urban area will also be allocated as appropriate. The site is predominantly greenfield but also contains the remains of a previous building. Although currently designated as an Area of Landscape Importance, it is not accessible to the public and provides no amenity value other than the visual amenity of tree cover at the junction of Forest Road and Bayhall Road. It is considered suitable for a limited amount of residential development.
Availability:	The site is being promoted for residential development and is expected to come forward during the early part of the Plan period.
Deliverability:	There are no known constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the current lack of vehicular and pedestrian access, and the potential problems involved in creating access at a difficult corner on a busy road. Development of the site could have negative impacts on biodiversity and the natural environment, and the loss of green infrastructure could also lead to a negative impact on the health of local residents. Developing greenfield sites is also not regarded as efficient use of land.

However, development could have positive impacts in terms of social inclusion, service provision and meeting housing needs.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>3 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development should be located to the west of the site, retaining tree cover to the east on the junction of Forest Road and Bayhall Road. An ecological survey should be conducted before development commences, and mitigation measures incorporated to ensure no net loss of biodiversity on site. Vehicular access to the site should be via the existing dropped kerb at the western boundary of the site on Bayhall Road. Development should incorporate a management agreement for the maintenance of retained trees on the site.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. However, it also states that selected greenfield sites, inside or adjacent to the LBD of settlements in the main urban area, will be allocated and released as appropriate to maintain a sufficient supply of deliverable and developable land.

This site is well related to existing residential development and to public transport services. Its development would need to address the key parameters and conditions identified above, which limit the scale and capacity of development that the site could accommodate. However, its allocation for residential development could make a useful contribution to the Borough's housing needs inside the LBD of Royal Tunbridge Wells.

Taking these factors into account, it is considered that this site is suitable for allocation for residential development.

Site No. 343

Site Name: Land at Quarry Road, Royal Tunbridge Wells TN1 2EZ

Site Plan



Brief Description

An area of land off Quarry Road, including an electricity sub-station and a vacant factory building. The site is located within a predominantly residential area, close to local services, public transport links and the town centre.

Site Area (hectares): 0.56

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The western part of the site was included in land allocated for housing under Policy H6 of the Local Plan (2006). It is considered suitable for residential redevelopment.
- Availability:** The site is being actively promoted and is assumed to be available.
- Deliverability:** Redevelopment of the eastern part of the site would be dependent on the operational requirements for retaining the substation and associated facilities.

Sustainability Appraisal

The Sustainability Appraisal highlights the many potential positive impacts of residential redevelopment, in terms of health, social inclusion, crime reduction, service provision and efficient use of land. The site has good road access and redevelopment offers opportunities for green infrastructure links, given its proximity to the existing railway line, which would have a positive impact in terms of biodiversity and the natural environment.

Redevelopment may have an impact upon educational provision, given the site's proximity to a school, and may provide opportunities to increase the (currently very limited) outdoor space available to the school.

Allocate?



Proposed Use:

Residential

Proposed Capacity:

27 dwellings

Key Parameters/Conditions of Development:

Investigation and treatment for contamination should be carried out prior to development commencing. Access should be provided from Medway Road, with additional pedestrian access from Stanley Road.

Phasing:

Years 1-5. The site may come forward in phases.

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport. The principle of residential redevelopment within this area is well-established, and part of the site falls within an area allocated for this use in the Local Plan (2006). As such, the site is adjacent to both recent residential development and more established housing which provide a strong design context.

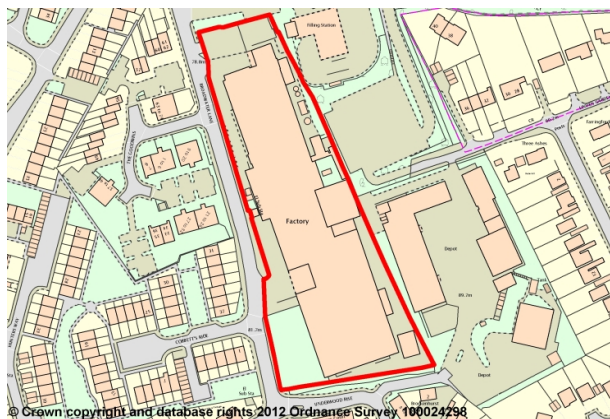
Part of the site was formerly in employment use; however, this use has long ceased and its resumption is unlikely to be considered suitable in a now predominantly residential area. Although the site would require investigation and treatment of contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, the site is considered suitable for allocation for residential redevelopment.

Site No. 355

Site Name: The WA Turner Factory, Broadwater Lane, Royal Tunbridge Wells TN2 5RD

Site Plan



Brief Description

The site is a rather dated meat-production factory, with ancillary facilities including car parking and loading bays. The site is located within a predominantly residential area, close to local services, public transport links and the town centre, with some commercial uses to the north and east.

Site Area (hectares): 1.35

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is currently in employment use, but is a relatively flat site with no significant landscape features or access constraints, and is considered suitable for residential redevelopment.
- Availability:** The site is being actively promoted and is expected to come forward within the early part of the Plan period.
- Deliverability:** The site is expected to come forward following the relocation of the existing use. It could come forward in conjunction with the adjacent site, Tunbridge Wells Telephone Engineering Centre (Site 336).

Sustainability Appraisal

The Sustainability Appraisal highlights the need to investigate alternative locations for the existing factory, in order to avoid negative impacts in terms of employment.

However, it also emphasises that a high quality development could improve the quality of the built environment in the existing residential area of Broadwater Lane and its connectivity to the surrounding green infrastructure, and that reducing the flow of heavy vehicle traffic could have a positive impact on local residents' health. The site has good access to the main road connecting to major routes, and development could have a positive impact in transport terms. Development may create additional pressure on primary school provision and other services but may also create some potential for additional service provision.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>116 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development should be dependent on the relocation of the existing use, where necessary and practical, to a suitable alternative location within the Borough. Investigation and treatment of contaminated land should be undertaken before development commences. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. The site could come forward in conjunction with Tunbridge Wells Telephone Engineering Centre (Site 336) as a comprehensive redevelopment. Development should incorporate pedestrian and cycle access links between Linden Gardens and Broadwater Lane, and green infrastructure links.</p>
<p>Phasing:</p> <p>Years 1-5.</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential neighbourhood close to town centre facilities and services, and accessible by public transport. It is capable of making a significant contribution to the Borough's housing targets, while also making more efficient use of land within a sustainable location and significantly improving the quality of the built environment within the area. A comprehensive redevelopment in conjunction with Tunbridge Wells Telephone Engineering Centre (Site 336) would further enhance these potential benefits.

The site has traditionally been used for employment-generating purposes and Core Policy 7: Employment Provision seeks to safeguard buildings in existing employment use if they provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market. However, the site is within a predominantly residential area and lacks direct access to the primary road network, and so its redevelopment for employment uses is unlikely to be practical or viable. Some employment-generating uses might also be inappropriate in this location, creating conflict with the residential amenity of the surrounding neighbourhood, and the development of B1 office space within the town centre Key Employment Area could compensate for the loss of employment on this site, providing higher value jobs at higher employment densities.

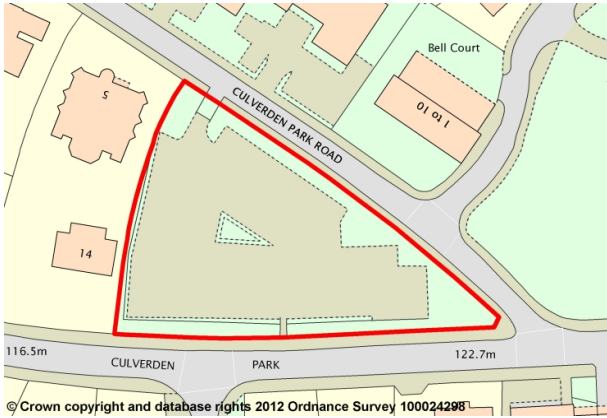
Although the site would require investigation and treatment for contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, the site is considered suitable for allocation for residential redevelopment.

Site No. 1010

Site Name: Land at Culverden Park/Culverden Park Road, Royal Tunbridge Wells TN4 9QR

Site Plan



Brief Description

The site is a triangular piece of land, formerly used to provide car parking for the Kent & Sussex Hospital. It is surrounded by roads on two sides, with residential development and health uses located nearby.

Site Area (hectares): 0.29

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for residential redevelopment.
Availability:	The site is, together with Site 191, the subject of an extant planning permission for a mixed use development (12/02547/EIAMJ).
Deliverability:	The site is considered to be deliverable and has an extant planning permission. Should the planning permission not be developed, a further application would need to be submitted.

Sustainability Appraisal

The Sustainability Appraisal highlights the site's close proximity to the town centre for service provision and its good access and transport links. Redevelopment would offer an opportunity to create green infrastructure links and to enhance the built environment through good quality urban design.

The loss of car parking may have a negative impact in terms of service provision unless this was associated with the previous hospital use. Remediation of contaminated land may also be required.

Allocate?



Proposed Use:
Residential

<p>Proposed Capacity:</p> <p>43 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>There are no conditions on development other than those identified in the extant planning permission.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1(1) of the Core Strategy gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site has been vacant for some years and has the potential to make a significant contribution to the Borough's housing needs.

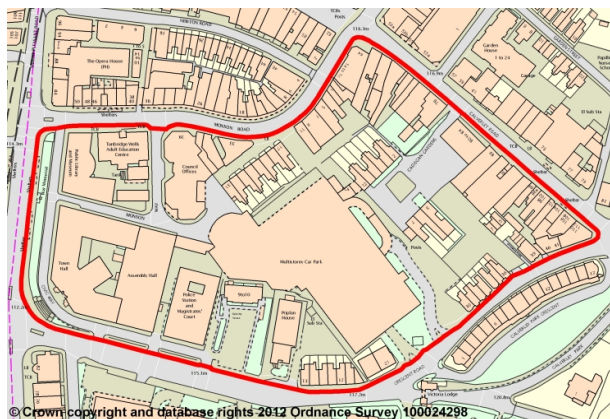
The site is in a sustainable location within a predominantly residential area on the periphery of the town centre. It is close to town centre facilities and services, and accessible by public transport, and so is considered suitable for residential use.

The Sustainability Appraisal highlights the positive impact of redeveloping the site in terms of housing need, efficient land use, and the natural and built environment. The site is the subject of an extant planning permission which has established the principle of its suitability for redevelopment for a mix of uses, and it is proposed to allocate the site in support of this permission. The allocation would provide guidance for future redevelopment proposals should this permission not come forward.

Site No. 1012

Site Name: Town Hall Site, Royal Tunbridge Wells (town centre)

Site Plan



Brief Description

The site includes the Town Hall, Assembly Hall, Library and Museum, Police Station and Magistrates Court, Crescent Road Car Park and several small buildings providing a mix of retail, residential and office uses. It covers a large area in a prominent position within the town centre and Conservation Area.

Site Area (hectares): 4.17

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site currently contains a number of buildings of varying quality and in various uses, including several Listed Buildings, in addition to car parks and access roads. It is considered suitable for redevelopment for a mix of town centre uses.

Availability: With land assembly within a Masterplan process, the site is expected to come forward during the middle part of the Plan period.

Deliverability: The location of key corporate and civic functions would need to be resolved and a land assembly process conducted before redevelopment of the site could proceed.

Sustainability Appraisal

The Sustainability Appraisal highlights the potentially very large impact of the redevelopment of this site on the centre of the town, its design, character, function, accessibility, provision of services and appearance. Careful, considered design, taking into account the historic nature of the existing civic buildings, could have a strong positive impact in terms of the built environment and could also incorporate crime reduction measures and permanent market facilities.

The site is in a central location with good public access, and incorporating and retaining services for the use of the general public could have a positive impact in terms of service provision, efficient land use and transport. Conversely, relocating these services outside the town centre could have a negative impact. Some employment use would also need to be retained, to reduce any negative impact in terms of employment provision.

Development could also have a positive impact in terms of energy generation, providing opportunities to incorporate renewable energy on a large mixed use site with high energy demand.

Allocate?



<p>Proposed Use:</p> <p>Mixed uses within the Church Road/Crescent Road Area of Change</p>
<p>Proposed Capacity:</p> <p>Capacity of sites within the Church Road/Crescent Road Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Redevelopment of separate parts of the site may come forward in phases but should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.</p> <p>Other key parameters and conditions of development are outlined in the Area of Change policy.</p>
<p>Phasing:</p> <p>Years 6-11</p>

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

The Church Road/Crescent Road Area of Change occupies a prominent position within the townscape and, with its close proximity to the railway station, bus services and the A26, is a highly accessible area within the heart of the town centre, a Key Employment Area. It has traditionally provided a focal point for leisure, community, cultural and civic facilities, supported by complementary retail and residential uses and public parking provision. Although the Area is home to highly valued corporate, civic and leisure facilities, it also contains many buildings and areas which are under-utilised and of poor or variable quality and a large site (the Cinema Site, Site 132) which has been vacant and derelict for many years.

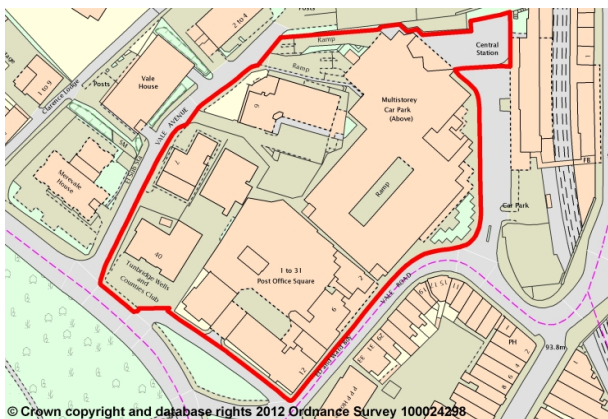
Comprehensive redevelopment of this Area offers the potential to significantly enhance the built environment within the Conservation Area, creating significant landmarks, strengthening the link between the northern and southern parts of the town centre, and enhancing the vitality and viability of the centre as a whole. It would represent more efficient and more intensive use of land within a sustainable location, and could deliver high quality development that makes a significant contribution to the Borough's development requirements while retaining the valued functions and physical features that it currently provides.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change policy.

Site No. 1013

Site Name: Multi-Storey Car Park, Vale Road, Royal Tunbridge Wells TN1 1DJ (town centre)

Site Plan



Brief Description

Site includes office, retail, leisure and residential uses on the Vale Avenue, Vale Road and London Road frontages, and a four-level public car park above a supermarket. It is in the Conservation Area and partly in the Primary Shopping Area and Air Quality Management Area. It occupies a prominent location in the town centre, between the railway station and Tunbridge Wells Common, and includes a Grade II Listed Building.

Site Area (hectares): 1.35

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is within the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land within the LBD of settlements. It is in multiple ownership and currently provides a mixture of town centre uses that are appropriate to the general location, including recent retail and residential redevelopments.
Availability:	Part of the site may come forward during the early part of the Plan period as part of a wider comprehensive development.
Deliverability:	Ownership issues would need to be resolved before redevelopment of part of the site could proceed. Development may also need to take into account the need for the Morrisons supermarket to remain operational.

Sustainability Appraisal

The Sustainability Appraisal highlights the opportunity for redevelopment to enhance the built environment within the Conservation Area through high quality design, particularly as the site is prominent from the railway station frontage and surrounding roads. It also emphasises the need to retain or reprovide car parking provision and the opportunity to strengthen green infrastructure links between Tunbridge Wells Common and the railway line, which would have a positive impact upon biodiversity.

Redevelopment could also have a positive impact in terms of housing need, social inclusion, service provision, crime prevention, employment and the efficient use of land. Transport impacts could also be positive, as the site has good vehicle and pedestrian access and is in close proximity to town centre services, the railway station and A26. Renewable or low-carbon energy could be incorporated in redevelopment on such a large, mixed use site with constant energy demand.

Pollution would be a potential negative impact as the site is partly within the Air Quality Management Area.

Allocate?



Proposed Use:

Mixed uses within the Vale Avenue Area of Change

Proposed Capacity:

Capacity of sites within the Vale Avenue Area of Change will be guided by the requirements of the Area of Change policy and will be identified in more detail during the production of a Masterplan for the Area.

Key Parameters/Conditions of Development:

Redevelopment of separate parts of the site may come forward in phases but should not compromise the overall objectives of the Masterplan for comprehensive redevelopment of the Area of Change.

Other key parameters and conditions of development are outlined in the Area of Change policy.

Phasing:

Years 1-5

Justification

The National Planning Policy Framework highlights the importance of promoting the vitality and viability of town centres and supports the strategic objectives of the Core Strategy (2010), which aim to focus development at Royal Tunbridge Wells to stimulate and sustain the economic growth and competitiveness of the town and to target regeneration efforts to ensure that residents can access the services and facilities they require. To this end, it is proposed to identify Areas of Change within the town centre which are capable of attracting substantial and comprehensive redevelopment to provide a mix of town centre uses.

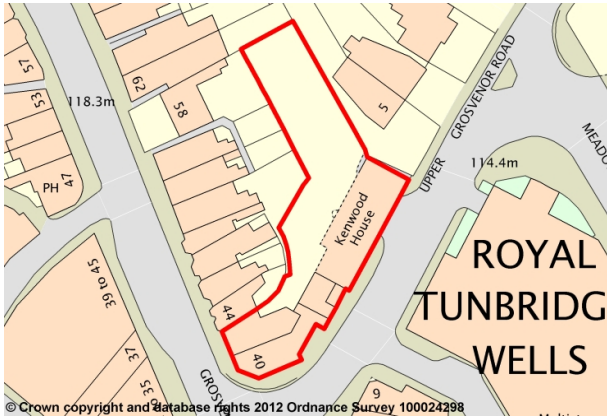
The Vale Avenue Area of Change, with its close proximity to the railway station, bus services and the A26, is a highly accessible area within the town centre and is in close proximity to other town centre facilities and services. It has traditionally provided a concentration of commercial office uses supported by complementary retail, residential and leisure uses. It occupies a prominent position within the town centre and on the edge of Tunbridge Wells Common. Comprehensive redevelopment of this Area offers the potential to make more efficient and more intensive use of land and to deliver high quality development that makes a significant contribution to the Borough's development requirements.

Taking these factors into account, it is proposed to allocate this site for redevelopment subject to the Area of Change Policy.

Site No. 1020

Site Name: Kenwood House, Upper Grosvenor Road, Royal Tunbridge Wells TN1 2EL (town centre)

Site Plan



Brief Description

An office building on the corner of Grosvenor Road and Upper Grosvenor Road, with two retail units on Grosvenor Road and on-site parking to the rear.

Site Area (hectares): 0.10

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It includes a retail frontage within the Primary Shopping Area and office floorspace, which are considered appropriate uses for the location. However, redevelopment of the site could enhance the townscape at this prominent location within the town centre and improve the quality of the retail and office floorspace available. Redevelopment could also offer the opportunity to deliver a limited amount of town centre housing, contributing to the Borough's housing needs within a sustainable town centre location.

Availability: The site is being promoted and is assumed to be available.

Deliverability: There are no known constraints on the deliverability of the site.

Sustainability Appraisal

The Sustainability Appraisal highlights the opportunity for redevelopment to enhance the built environment in this part of the town centre through good quality design, and emphasises the need to avoid the loss of employment uses within the town centre Key Employment Area. In terms of social inclusion, service provision, proximity to public transport and efficient use of land, redevelopment of the site could have a positive impact. However, the site lies entirely within the Air Quality Management Area and so mitigation measures would be required to reduce any negative impact of poor air quality.

Allocate?



Proposed Use:

Mixed use including retail, office and residential.
<p>Proposed Capacity:</p> <p>Retail and office floorspace as existing, in addition to a minimum of 3 residential dwellings.</p>
<p>Key Parameters/Conditions of Development:</p> <p>Redevelopment proposals should ensure that the location of residential uses minimises the potential negative impact of poor air quality and should maintain an A1 retail frontage to Grosvenor Road. High quality design that enhances views along Upper Grosvenor Road and Grosvenor Road will be required, as the site occupies a prominent position in the town centre.</p>
<p>Phasing:</p> <p>Years 11-15</p>

Justification

The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The Core Strategy emphasises the role of the town centre of Royal Tunbridge Wells as the key focus for retailing activity and seeks in Core Policy 9: Development in Royal Tunbridge Wells to retain the existing amount of employment floorspace within the town centre. Retail and office development is therefore considered to be appropriate on this site.

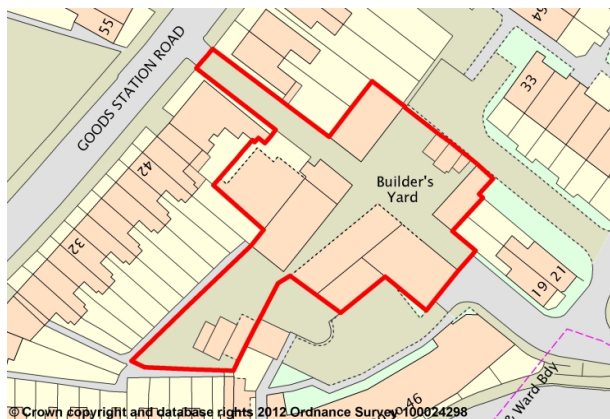
However, the Core Strategy also seeks to deliver new housing on previously developed sites inside the LBD of defined settlements. The National Planning Policy Framework recognises housing as a valid town centre use that can help contribute to the continued viability and vitality of town centres. Including a limited amount of housing within new town centre developments can therefore help to meet the Borough's housing needs whilst contributing to the Core Strategy's wider aims for the town centre.

The site is currently in retail and office use but redevelopment offers the opportunity to improve the quality of accommodation offered and to enhance the built environment in a prominent location in the town centre whilst contributing to the Borough's housing needs. Taking these factors into account, it is considered that this site is suitable for allocation for a mix of uses to include retail, office and residential.

Site No. 1030

Site Name: Former Builders' Yard, Goods Station Road, Royal Tunbridge Wells TN1 2DD (town centre)

Site Plan



Brief Description

A narrow site mostly on land between and behind housing on Goods Station Road and Albert Street. Road access is from Albert Street and there is a narrow footpath from Goods Station Road. The site is currently occupied by commercial buildings of varying quality but mainly in a rather poor state of repair, and is constrained by the proximity of neighbouring residential properties.

Site Area (hectares): 0.16

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is in a predominantly residential location on the periphery of the town centre, with limited road access but close to town centre facilities and services and accessible by public transport. Residential redevelopment would represent a more appropriate use of land within a predominantly residential area, and an opportunity to enhance the built environment. The site is therefore considered suitable for residential use.

Availability: The site is being actively promoted and is understood to be available now.

Deliverability: The site has been occupied by two cultural organisations contributing to the growth of cultural and creative industry sectors within the Borough. However, these uses have recently been relocated to premises elsewhere in the Borough.

Sustainability Appraisal

The Sustainability Appraisal notes that remediation measures for land contamination may be needed in order to prevent a negative impact in terms of pollution. It also highlights the potentially negative impact of changing the use of the site on employment opportunities.

However, residential redevelopment would contribute to the Borough's housing needs, and could have a positive impact in terms of social inclusion and the efficient use of land. It would also provide an opportunity to enhance the built environment, and could have positive impacts due to the site's close proximity to the town centre, providing access to services and transport links.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>8 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Investigation and treatment of contaminated land should be undertaken prior to redevelopment. Road access to the site should be provided from Albert Street, and additional pedestrian access from Goods Station Road. Opportunities should be explored to incorporate workshops, live/work units or other employment uses within the development.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport. It is capable of being redeveloped to a higher density, making more efficient use of land within the town centre.

The site has traditionally been used for employment-generating purposes and Core Policy 7: Employment Provision seeks to safeguard buildings in existing employment use if they provide, or are physically and viably capable of providing, good quality modern accommodation attractive to the market. However, the site is physically highly constrained and within a predominantly residential area, and so its redevelopment for employment uses is unlikely to be practical or viable. Some employment-generating uses might also be inappropriate in this location, creating conflict with the residential amenity of the surrounding neighbourhood, although the site also provides opportunities to incorporate some employment uses such as workshops or live/work units.

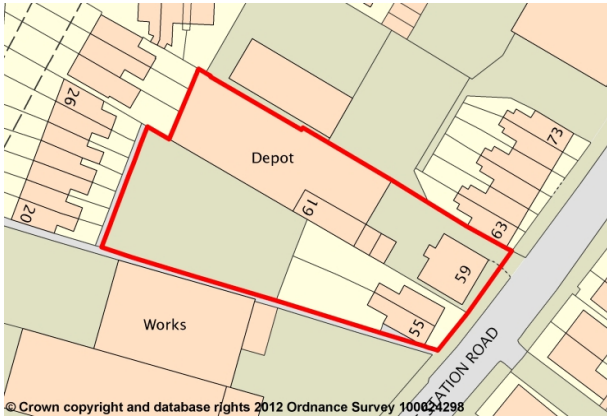
Although the site would require investigation and treatment for contamination prior to redevelopment, the extent of contamination is unlikely to prejudice its viability.

Taking these factors into account, the site is considered suitable for allocation for residential redevelopment.

Site No. 1031

Site Name: 55-61 Goods Station Road, Goods Station Road, Royal Tunbridge Wells TN1 2DF

Site Plan



Brief Description

The site includes residential properties on Goods Station Road and a vehicle repair workshop to the rear. The site is within a predominantly residential area close to town centre services and facilities and currently is partly in residential use.

Site Area (hectares): 0.17

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability: The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. It is considered suitable for residential redevelopment. Although the site is under 0.2 hectares in area, it may come forward for development in conjunction with part or all of the adjoining site, Land at Meadow Road / Belgrave Road / Tunnel Road (Site 195).

Availability: The site may come forward for redevelopment towards the end of the Plan period.

Deliverability: Development would be subject to the relocation of existing employment uses.

Sustainability Appraisal

The Sustainability Appraisal highlights the site's close proximity to the town centre, and the potential positive impacts of development on the Borough's housing need, social inclusion, service provision, efficient use of land and transport links. Development would also provide an opportunity to create green infrastructure links.

However, loss of employment use would need to be considered, and remediation of contaminated land may also be required.

Allocate?



Proposed Use:

Residential

<p>Proposed Capacity:</p> <p>21 dwellings (17 net)</p>
<p>Key Parameters/Conditions of Development:</p> <p>The site would require investigation and treatment for contamination prior to development. Employment-generating uses should be relocated within the Borough, before development proceeds. Development should incorporate green infrastructure links.</p>
<p>Phasing:</p> <p>Years 11-15</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites such as this, consisting of previously developed land inside the LBD of settlements. The site is in a sustainable location within a predominantly residential area close to town centre facilities and services, and accessible by public transport. It is capable of being redeveloped to a higher density, making more efficient use of land within the town centre.

The site currently provides a small amount of employment, and redevelopment should be subject to the relocation of employment-generating uses within the Borough. Although the site would require investigation and treatment for contamination prior to development, the extent of contamination is unlikely to prejudice the viability of redevelopment.

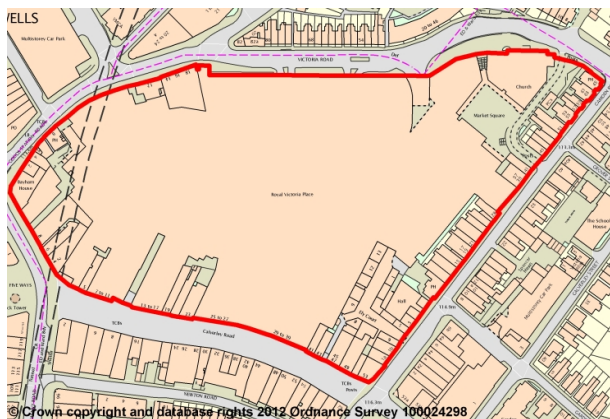
The site could be redeveloped in conjunction with the adjoining site, Land at Meadow Road / Belgrave Road / Tunnel Road (Site 195). This would offer opportunities for a more comprehensive redevelopment of a larger site.

Taking these constraints into account, it is considered that the site is suitable for allocation for residential redevelopment.

Site No. 1033

Site Name: Land at Royal Victoria Place, Royal Tunbridge Wells (town centre)

Site Plan



Brief Description

The site includes the Royal Victoria Place (RVP) covered shopping centre, together with public car parking, an area of land to the north currently in various community uses (a church, a leisure centre and a community centre) and providing a public open space, and some smaller retail units and residential properties on Camden Road.

Site Area (hectares): 3.68

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The RVP is the central focus of the Primary Shopping Area of Royal Tunbridge Wells. The site as a whole is considered suitable for the provision of additional retail floorspace in order to strengthen the retail function of the town centre.
Availability:	The site is being promoted and is considered to be available.
Deliverability:	Delivery of additional retail floorspace is subject to the retention or satisfactory relocation of the community uses on site.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential of additional retail floorspace to contribute to the town's retail needs, and the potential positive impacts on crime, efficient land use and the built environment. However, it emphasises the potential negative impacts on health, social inclusion, service provision and employment of the loss of the existing community uses, and the need for these uses to be relocated.

Allocate?



Proposed Use:

A1-A5 comparison retail

Proposed Capacity:

<p>An additional 19,000sqm (gross)</p>
<p>Key Parameters/Conditions of Development:</p> <p>Development will be subject to the retention or satisfactory relocation of the community uses on site. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. Development should be located primarily at the north east (Market Square) and southern (Ely Court) parts of the site. Pedestrian access to Royal Victoria Place should be provided from Camden Road and Calverley Road. Development should maintain a strong built frontage at the corner of Calverley Road and Camden Road. Development should contribute to the enhancement of the Calverley Road/Monson Road junction and to other traffic measures.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 9: Development in Royal Tunbridge Wells identifies a need for an additional 23,500sqm (net) retail floorspace within the town by 2017, and this requirement was updated by the Tunbridge Wells Retail and Leisure Study (2011), which identifies a need for an additional 45,000sqm within the town by 2026 (or 60,000sqm if the Borough is to pursue a ‘town centres first’ policy in which town centres are prioritised over more peripheral locations for new retail development). The Study also emphasises the need for new retail development to be closely integrated with the existing provision.

Core Policy 8: Retail, Leisure and Community Facilities resists the loss of community facilities as far as practicable and where there is a demonstrable continuing need. As the Sustainability Appraisal highlights, the loss of such facilities can have a negative impact on health, social inclusion, service provision and employment. However, suitable alternative locations for these uses may become available within the town centre, and their relocation could potentially be achieved without negative impacts. Providing additional retail floorspace would also create new employment opportunities and provide new services, which could compensate for the loss of existing employment and services from the site. The development of further retail floorspace on this site is therefore dependent on the retention or satisfactory relocation of the existing community uses.

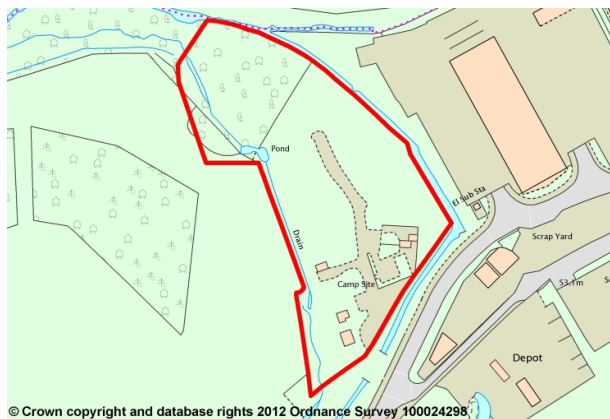
Loss of the residential units on the site would also have a negative impact on the Borough’s housing needs. However, the amount of housing provided is minimal compared to the size of the site, and to resist redevelopment on this basis would not represent an efficient use of land. Other sites within the town centre are identified in this document as being suitable for new housing development, and opportunities for windfall development are also expected to come forward during the Plan period.

Taking these considerations into account, it is considered that this site is suitable for allocation for additional retail development.

Site No. 1035

Site Name: Land at North Farm Lane, North Farm Industrial Estate, Royal Tunbridge Wells TN2 3EE

Site Plan



Brief Description

The site is a former gypsy and traveller site, now an overgrown area. The site includes an area of derelict land, with scrub and scattered bushes and trees, towards the roadside (south), with drainage ditches, a stream, a pond and trees further to the north.

Site Area (hectares): 1.11

**Predominantly Previously Developed Land
Inside the Limits to Built Development**

Analysis

- Suitability:** The site is predominantly previously developed and is almost entirely inside the LBD of Royal Tunbridge Wells. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site is adjacent to the North Farm / Longfield Road Key Employment Area to the east and south. It also adjoins a household waste and recycling site to the west, with sewerage works located to the southwest and open countryside to the north. It is considered suitable for employment uses.
- Availability:** The site is being promoted and is believed to be available during the Plan period.
- Deliverability:** There are no known constraints on deliverability other than those identified in the Sustainability Appraisal.

Sustainability Appraisal

The Sustainability Appraisal emphasises that almost 25% of the site lies within the functional floodplain (Flood Zone 3b), in which vulnerable development should be avoided and guidance on flood risk followed. Other than this consideration, the possible presence of contaminated land and the need for strong positive mitigation measures on-site to avoid negative impacts upon the natural environment and biodiversity represent the main constraints on development.

However, the site has good access to the main road connecting to major routes, and a limited amount of development for employment purposes could have a positive impact on service provision, efficient land use and the reduction of crime.

Allocate?



Proposed Use:

B1 business, B2 general industry and B8 storage and distribution
<p>Proposed Capacity:</p> <p>Approximately 4,000 sqm floorspace</p>
<p>Key Parameters/Conditions of Development:</p> <p>Investigation and treatment of contaminated land should be undertaken before development commences. Development proposals should be accompanied by a Transport Assessment and a Travel Plan. A site-specific Flood Risk Assessment should be carried out before development commences and development proposals should follow current guidance on flood risk. A biodiversity and landscape assessment should be carried out before development commences and measures implemented to mitigate any negative impacts. Green infrastructure should be incorporated, utilising the area of the site within the functional floodplain, and measures to enhance walking and cycling.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

The Core Strategy seeks to maintain the overall net amount of employment floorspace across the Borough and to encourage new floorspace within the Key Employment Areas (Core Policy 7: Employment Provision). Paragraph 5.188 of the supporting text suggests there may be a need to compensate for the removal of part of an existing Local Plan (2006) allocation in Paddock Wood due to flood risk.

This site lies adjacent to the North Farm / Longfield Road Key Employment Area and its development for employment purposes would provide an opportunity to extend this KEA and hence to encourage business growth and increase employment opportunities within the Borough.

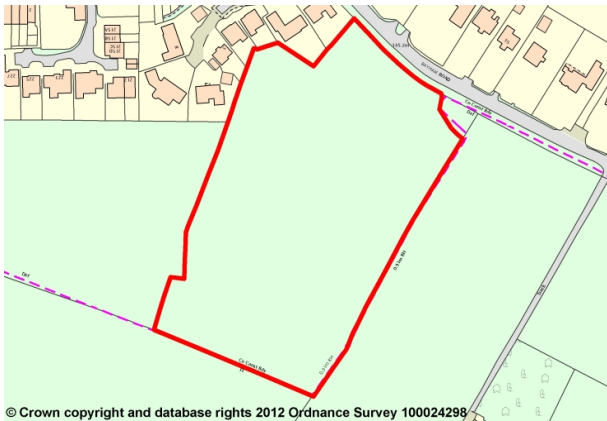
Its development potential is constrained by flood risk, and appropriate measures to assess and mitigate this risk will need to be taken in the development of the site. Notwithstanding these constraints, it is concluded that the site should be allocated for employment uses during the Plan period and that the Key Employment Area should be amended accordingly.

Allocated Sites outside the LBD

Site No. 85

Site Name: Land at Bayham Road, Bayham Road, Royal Tunbridge Wells

Site Plan



Brief Description

This is a greenfield site currently used for cattle grazing.

Site Area (hectares): 2.01

Greenfield

Outside the Limits to Built Development

Analysis

Suitability:	The site is located adjacent to the LBD, to the south west of Bayham Road, and adjoins a comparatively new residential development to the north and west. The site also abuts a recreation ground to the west and to the south are fields. It is considered suitable for residential development should the release of greenfield sites adjacent to the LBD be required to maintain a supply of deliverable and developable sites.
Availability:	The site is being promoted for residential development and is expected to come forward during the early part of the Plan period.
Deliverability:	There are no known constraints on the deliverability of the site, other than those identified in the Sustainability Appraisal.

Sustainability Appraisal

The Sustainability Appraisal highlights the negative impact of residential development, without strong mitigation measures, in terms of biodiversity and the natural environment particularly in relation to the site boundaries and green infrastructure links.

Access to the site is limited at present, although vehicle access could be provided and the site has good road links. Pedestrian access to local services and facilities is limited due to the location of the site on the edge of the LBD, and development could consequently have a negative impact on health, social inclusion and service provision.

The land is described in the Landscape Character Assessment and Capacity Study (2009) as having low housing capacity.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>45 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>An ecological survey should be undertaken before development commences, and mitigation measures undertaken to ensure that no net loss of biodiversity occurs as a result of development. Development proposals should take note of the Landscape Character Assessment and Capacity Study (2009) and incorporate landscaping buffers to provide an appropriate transition between the built and natural environments. The layout and location of development should take into account natural drainage.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. However, it also states that selected greenfield sites such as this, inside or adjacent to the LBD of settlements in the main urban area, will also be allocated and released as appropriate to maintain a sufficient supply of deliverable and developable land.

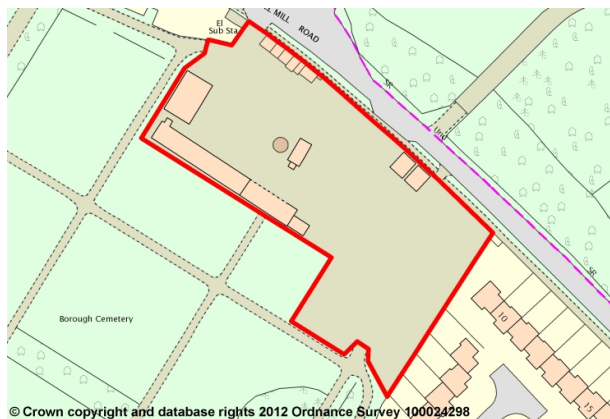
This site is well related to existing residential development and to public transport services on Bayham Road. Its development would need to address the constraints identified in the Sustainability Appraisal through careful and sensitive design. These constraints limit the scale and capacity of development that the site could accommodate. However, its allocation for residential development could make a useful contribution to the Borough's housing needs adjacent to the LBD of Royal Tunbridge Wells.

Taking these factors into account, it is considered that this site is suitable for allocation for residential development.

Site No. 338

Site Name: Cemetery Depot, Benhall Mill Road, Royal Tunbridge Wells TN2 5JH

Site Plan



Brief Description

The site contains storage buildings used as a depot for the cemetery and as a store and depot for English Landscapes.

Site Area (hectares): 0.52

Previously Developed Land

Outside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and, although outside the LBD, is well-related to existing residential development to the south and north east. It is considered suitable for residential development should the release of previously developed sites adjacent to the LBD be required to maintain a supply of deliverable and developable sites.
Availability:	The site is being promoted for residential redevelopment and is expected to come forward during the middle part of the Plan period.
Deliverability:	The deliverability of the site has constraints associated with its previous cemetery use. The current use of the site may also need to be retained to provide for maintenance of the cemetery.

Sustainability Appraisal

The Sustainability Appraisal highlights the positive impacts of development in terms of housing need, social inclusion and efficient use of land. Transport impacts could also be positive as access to the site is good.

The site is presently unsightly and good quality design could enhance the quality of the built environment, with green infrastructure links offering potentially positive impacts in terms of biodiversity and the natural environment.

The loss of the current use could lead to a negative impact in terms of service provision, and the facilities would need to be re-provided elsewhere. Some land remediation may also be necessary.

Allocate?



<p>Proposed Use:</p> <p>Residential</p>
<p>Proposed Capacity:</p> <p>16 dwellings</p>
<p>Key Parameters/Conditions of Development:</p> <p>Necessary consents and investigation and treatment of contamination would be required before development commences.</p> <p>Existing uses and facilities should be relocated where necessary before development commences.</p> <p>Green infrastructure links should be provided, connecting the cemetery grounds with the area of open space to the east of Benhall Mill Road.</p>
<p>Phasing:</p> <p>Years 1-5</p>

Justification

Core Policy 1: Delivery of Development gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. However, it also states that selected greenfield sites such as this, inside or adjacent to the LBD of settlements in the main urban area, will be allocated and released as appropriate to maintain a sufficient supply of deliverable and developable land.

This site is well related to existing residential development and to public transport services on Benhall Mill Road. Its development would represent the efficient use of land, if the constraints on deliverability identified above can be satisfactorily addressed. Its allocation for residential development could make a useful contribution to the Borough's housing needs adjacent to the LBD of Royal Tunbridge Wells.

Taking these factors into account, it is considered that this site is suitable for allocation for residential development.

Sites not allocated inside the LBD

Site No. 89

Site Name: St Peter's Church of England Primary School, Windmill Street, Royal Tunbridge Wells TN2 4UU

Site Plan



Brief Description

The site is accessed off Windmill Street. The site comprises an early 20th century brick school building, in use as a primary school, and a hard surfaced playing area.

Site Area (hectares): 0.11

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is in a predominantly residential area and would be suitable for residential development of up to 12 units in principle, subject to any site-specific issues.
- Availability:** The site is not being promoted but could come forward as a planning application if the current use is relocated.
- Deliverability:** Development of the site is dependent upon the relocation of the current use.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. Such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 90

Site Name: Land on the south-east side of Upper Grosvenor Road, Upper Grosvenor Road, Royal Tunbridge Wells TN1 2ED

Site Plan



Brief Description
 Formerly a car repair workshop, recently redeveloped as a residential care home.
Site Area (hectares): 0.26
Previously Developed Land
Inside the Limits to Built Development

Analysis

Suitability: The site has recently been redeveloped.
Availability: The site is no longer available.
Deliverability: The site has recently been redeveloped and is not available.

Sustainability Appraisal
 Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?

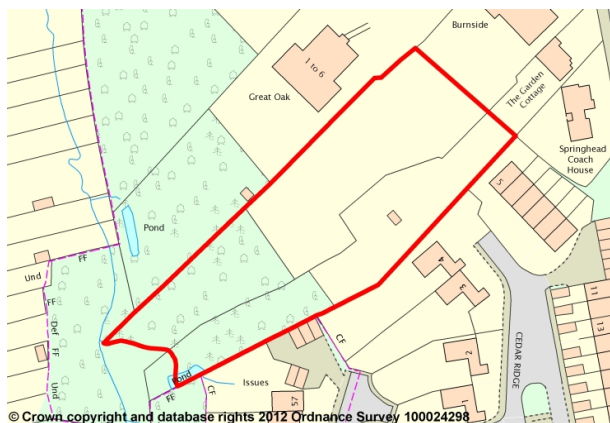


Justification
 The site is no longer available for redevelopment during the Plan period and will not be allocated for development. This is due to the site already being developed for the construction of a 73 bedroom residential care/nursing home and associated works (see TW/08/02598).

Site No. 103

Site Name: Land at Burnside, Sandhurst Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site is a wooded area to the rear of residential properties on Sandhurst Road, Cedar Ridge and Springmead.

Site Area (hectares): 0.44

Predominantly greenfield

Inside the Limits to Built Development

Analysis

- Suitability:** The site is not considered suitable for development. The NPPF states that planning permission should be refused for development resulting in the loss of Ancient Woodland.
- Availability:** The site is believed to be available.
- Deliverability:** Given its constraints, the site is not considered to be deliverable.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impact of development in terms of biodiversity and the natural environment, as the site consists of dense woodland entirely within an Area of Landscape Importance, 17% of which is Ancient Woodland, and serves to break the surrounding large residential area and help to reduce over-development.

Development would have a positive impact in terms of impact upon service provision and social inclusion, as local services including a primary school are available within walking distance. However, there is no access to the site at present and establishing access would be difficult, creating a negative impact in terms of transport.

Allocate?



Justification

The site is a densely wooded and steeply sloping area, within a designated Area of Landscape Importance and including a substantial proportion of Ancient Woodland. Areas of Landscape Importance are protected under Policy AL/STR 2 of this DPD, and the NPPF states that planning permission should be refused for development involving the loss of Ancient Woodland. Natural England's Standing Advice is that while development should be kept as far as possible from Ancient Woodland, a minimum buffer of at least 15 metres in width should be maintained between the Ancient Woodland and development boundary.

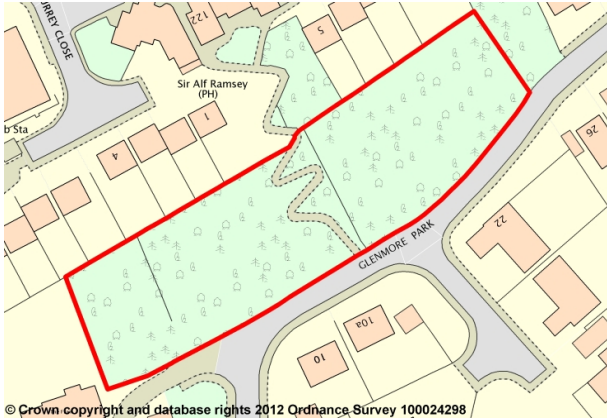
The site provides a locally significant amenity value, creating a visual break in the skyline within a densely developed residential area.

The site has severe access constraints. There is no road access to the site at present and development leading off Cedar Ridge, which is currently privately maintained, would require this road to be made up to adoptable standards. This would seriously compromise the viability of developing the site.

Site No. 104

Site Name: Kentish Gardens/Glenmore Park, Royal Tunbridge Wells

Site Plan



Brief Description

The site is a steeply sloping wooded area off Glenmore Park. The site is entirely covered by a Tree Preservation Order.

Site Area (hectares): 0.39

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site is not considered suitable for development.
Availability:	The site is not considered to be available.
Deliverability:	The site is not considered to be deliverable.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



Justification

The site is a small area of informal open space within an established residential area, which plays an important function in green infrastructure terms.

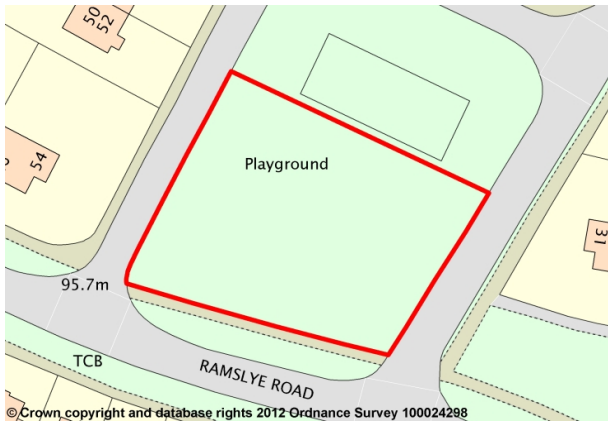
The development potential of the site would be limited by the need to retain tree and vegetation cover and by the very steep gradient. The entire site is covered by a Tree Preservation Order.

The site is not considered to be suitable for development and it is not proposed to allocate the site.

Site No. 106

Site Name: Land at Eastlands Road, Ramslye Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site is an open informal green space and is protected under Policy AL/STR 2 of this DPD as an Important Open Space.

Site Area (hectares): 0.15

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site is not considered suitable for development as it is protected as an Important Open Space under Policy AL/STR 2.
Availability:	The site is assumed to be available but is not being actively promoted.
Deliverability:	Development could only come forward if an adequate area of alternative open space were provided.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. Such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 113

Site Name: Land adjacent to 108 St Johns Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site is a small and steeply sloping wooded area.

Site Area (hectares): 0.18

Greenfield

Inside the Limits to Built Development

Analysis

Suitability: The suitability of the site could be addressed through the planning application process.

Availability: The site is not being actively promoted and is assumed to be unavailable.

Deliverability: If the site were to come forward, site-specific constraints would need to be addressed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

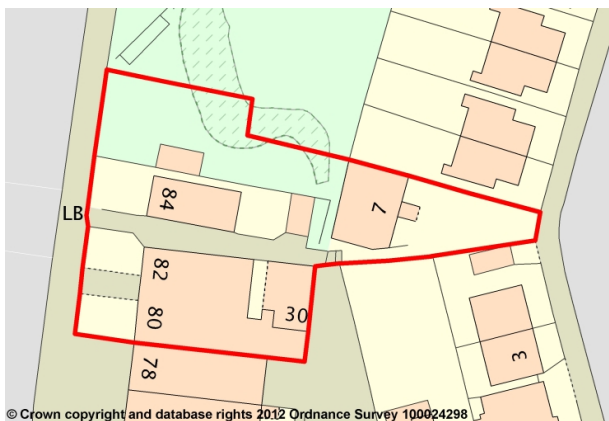
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 114

Site Name: Land at 84 St Johns Road, Royal Tunbridge Wells, TN4 9PH

Site Plan



Brief Description

The site is part of a group of buildings providing a retail frontage, with an outbuilding to the rear and pedestrian access to a small commercial property on Mereworth Road.

Site Area (hectares): 0.12

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The suitability of the site could be addressed through the planning application process.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	If the site were to come forward, site-specific constraints would need to be addressed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

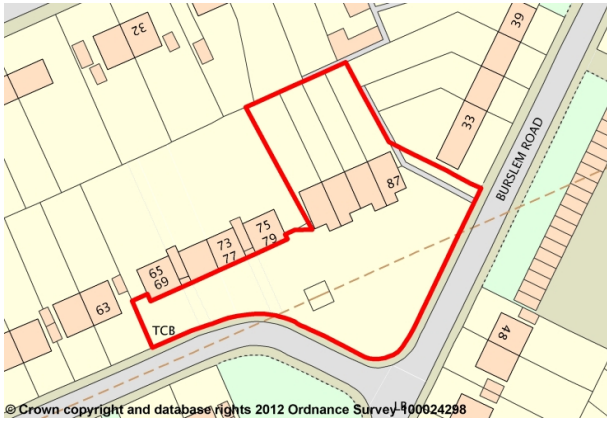
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as ‘small identified sites’ and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 115

Site Name: Land between Allandale Road and Burslem Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site is a small open space within an established residential area.

Site Area (hectares): 0.19

**Predominantly Previously Developed Land
Inside the Limits to Built Development**

Analysis

- Suitability:** The suitability of the site could be addressed through the planning application process.
- Availability:** The site is not being actively promoted and is assumed to be unavailable.
- Deliverability:** The site has recently been developed (see TW/06/01326) and is unlikely to come forward for redevelopment within the Plan period but could be assessed through the planning process were it to do so.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

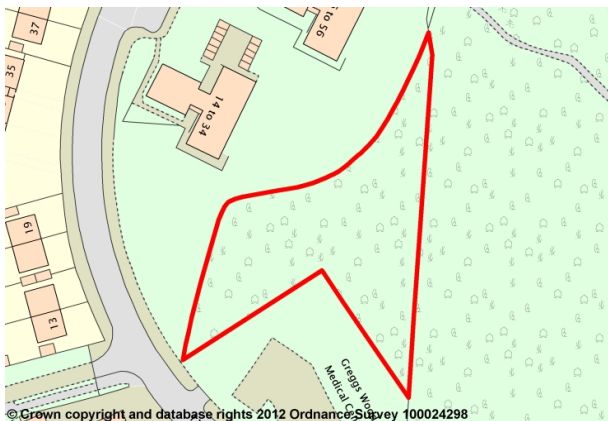
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 116

Site Name: Land adjoining 14-34 Greggs Wood Road, Greggs Wood Road, Royal Tunbridge Wells

Site Plan



Brief Description

This is a small site, part of a densely wooded area on the edge of Greggs Wood, with point access onto Greggs Wood Road, between residential development and the medical centre.

Site Area (hectares): 0.19

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The suitability of the site could be addressed through the planning application process.
Availability:	The site is not being actively promoted but could come forward through the planning process.
Deliverability:	If the site were to come forward, site-specific constraints would need to be addressed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

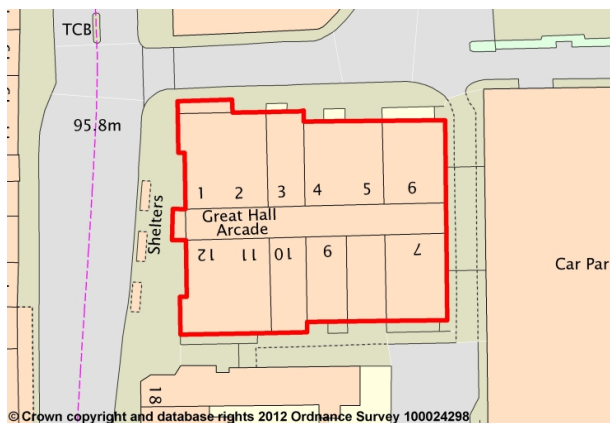
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as ‘small identified sites’ and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 123

Site Name: Great Hall Arcade, Mount Pleasant Road, Royal Tunbridge Wells TN1 1QQ (town centre)

Site Plan



Brief Description

The site comprises a four-storey building opposite the railway station, currently in use as BBC South East studios with some ground floor retail.

Site Area (hectares): 0.14

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is considered suitable to continue in its current use.
- Availability:** The site is not being promoted for redevelopment and is assumed to be unavailable.
- Deliverability:** Should the site come forward during the Plan period, its suitability for redevelopment could be assessed through the planning application process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



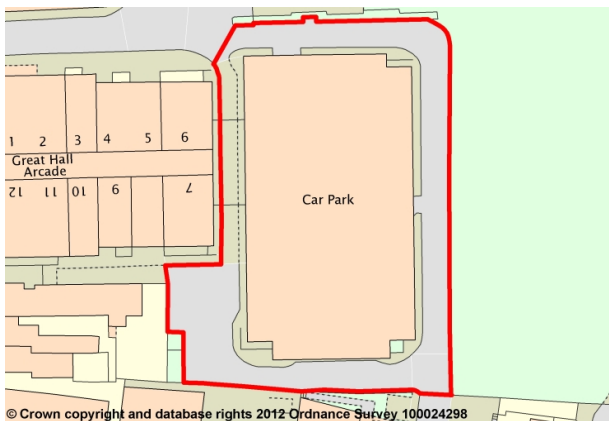
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 124

Site Name: Great Hall Car Park, Mount Pleasant Avenue, Royal Tunbridge Wells TN1 1QQ (town centre)

Site Plan



Brief Description

Multi-storey car park with 205 parking spaces.

Site Area (hectares): 0.34

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides a significant amount of public parking in the town centre and this should be retained. It occupies a sensitive position bordering on Calverley Grounds, which would represent a major constraint on any future development of the site.
Availability:	The site is not available.
Deliverability:	Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development would be assessed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are not available for redevelopment during the Plan period.

Allocate?



Justification

The site is not available for redevelopment during the Plan period and will not be allocated for development. Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development could be assessed through the planning process.

Site No. 133

Site Name: former Medway Depot Site, Grosvenor Bridge, Royal Tunbridge Wells

Site Plan



Brief Description

The site has now been developed
Site Area (hectares): 0.55
Previously Developed Land
Inside the Limits to Built Development

Analysis

Suitability: The site has recently been redeveloped.
Availability: The site is no longer available.
Deliverability: The site has recently been redeveloped and is no longer available.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



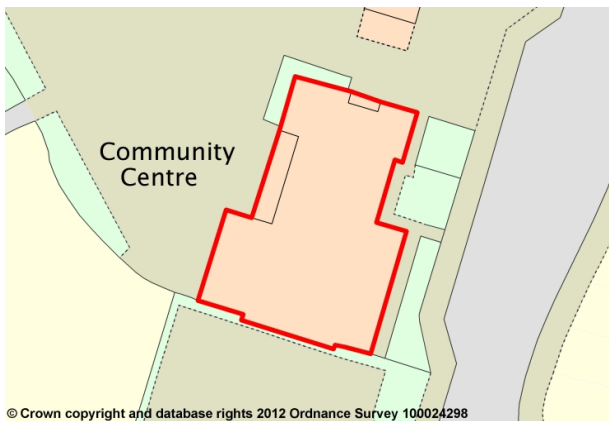
Justification

The site is no longer available for redevelopment during the Local Plan period and will not be allocated for development. This is due to the site already being developed for apartment blocks containing a total of 82 residential units (see TW/09/01312).

Site No. 138

Site Name: Showfields Hall, Showfields Road, Royal Tunbridge Wells, TN2 5PR

Site Plan



Brief Description

Showfields Hall is located on the west side of Showfields Road adjacent to Showfields Library. The site comprises a brick built community building with a community play area to the rear.

Site Area (hectares): 0.04

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides community facilities within a Neighbourhood Centre, which should be retained.
Availability:	The site is believed to be available.
Deliverability:	The site would be suitable for redevelopment subject to the provision of alternative community facilities.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

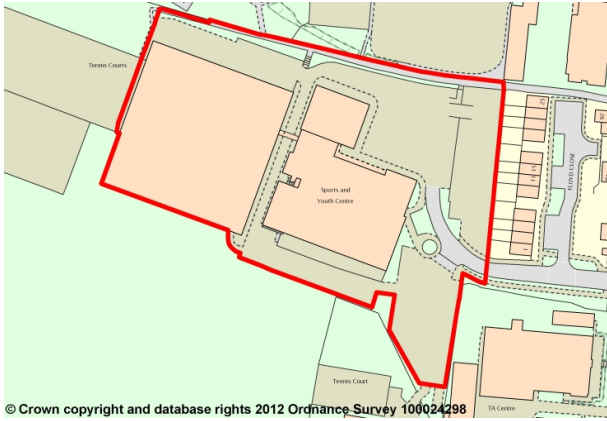
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as ‘small identified sites’ and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 139

Site Name: Tunbridge Wells Sports and Youth Centre, Royal Tunbridge Wells, TN4 9TX

Site Plan



Brief Description

Sports halls and associated car parking, located off London Road to rear of properties on Floyd Close, surrounded by school grounds and tennis courts.

Site Area (hectares): 1.64

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides community facilities which should be retained.
Availability:	The site is believed to be unavailable and is not being actively promoted.
Deliverability:	Redevelopment could only proceed subject to the re-provision or relocation of community facilities.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



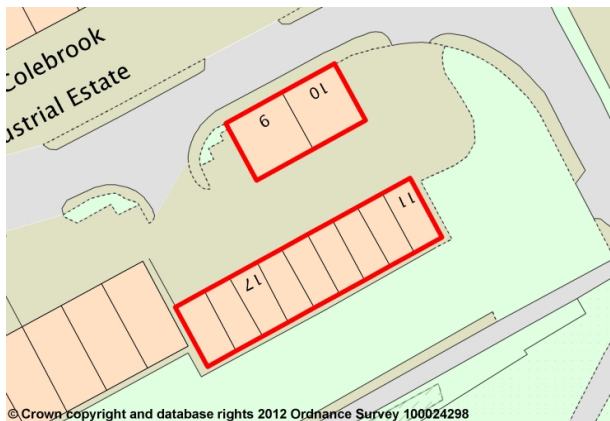
Justification

The site is no longer available for redevelopment during the Local Plan period and will not be allocated for development. If the site does become available during the period of the Local Plan, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 143

Site Name: 9-19 Colebrook Industrial Estate, Longfield Road, Royal Tunbridge Wells, TN2 3DG

Site Plan



Brief Description

Small single-storey industrial units, within the North Farm / Longfield Road Key Employment (KEA), which encourages proposals for general industry and distribution and storage uses.

Site Area (hectares): 0.07

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is suitable for redevelopment for the existing use or other employment-generating uses in keeping with the area.
Availability:	The site is believed to be available.
Deliverability:	The site could come forward for redevelopment through the planning process subject to market interest.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

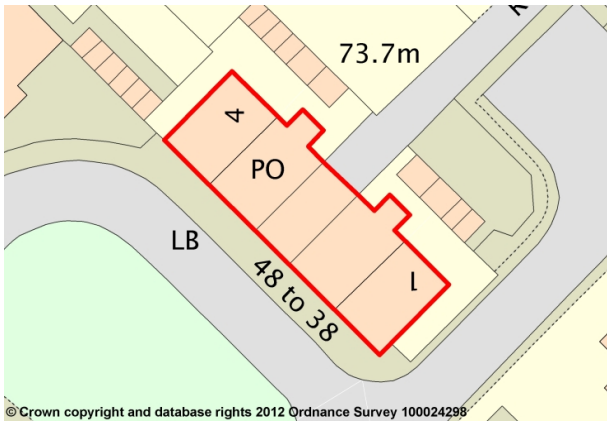
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as ‘small identified sites’ and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 144

Site Name: 1-4 Roper's Gate, Roper's Gate, Royal Tunbridge Wells, TN4 8JE

Site Plan



Brief Description

The site is located in a small parade of shops within a residential area, and consists of a three-storey 1950s building with retail at ground floor and residential on the upper two floors. There is an open grass area and parking to front (south west) and garages to rear (north west).

Site Area (hectares): 0.03

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is within a Neighbourhood Centre and is considered suitable for continuing in residential and retail use.
Availability:	The site is part of a larger redevelopment scheme currently under construction (see 11/03812/FULMJ).
Deliverability:	Redevelopment of the site is subject to the re-provision of retail floorspace.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

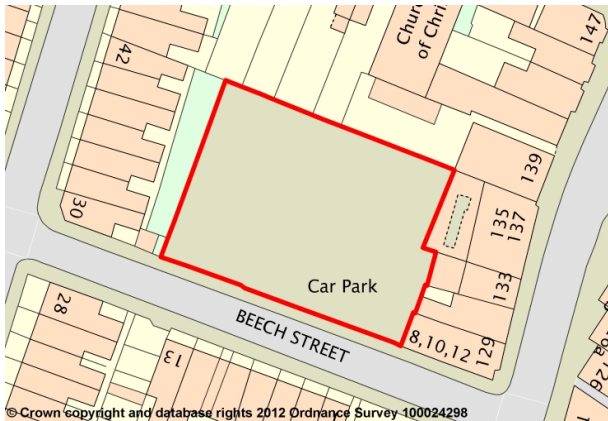
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. In this Local Plan, such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 145

Site Name: Surface Car Park, Beech Street, Royal Tunbridge Wells TN1 2RX (town centre)

Site Plan



Brief Description

The site is a long-stay surface car park providing 38 spaces, near the junction with the Camden Road shopping frontage.

Site Area (hectares): 0.10

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides public parking which supports local businesses and retail trade and should be retained.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	Redevelopment of the site could only be considered if an adequate amount of public parking were provided in a suitable alternative location.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 146

Site Name: Camden Road Car Park, Camden Road, Royal Tunbridge Wells, TN1 2QZ (town centre)

Site Plan



Brief Description

The site is a long-stay surface car park, 65 spaces, with narrow access to east side of Camden Road.

Site Area (hectares): 0.18

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides public parking which supports local businesses and retail trade and should be retained.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	Redevelopment of the site could only be considered if an adequate amount of public parking were provided in a suitable alternative location.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 148

Site Name: Surface Car Park, Little Mount Sion, Royal Tunbridge Wells, TN1 1YS (town centre)

Site Plan



Brief Description

The site is a surface car park with 18 short-stay spaces.

Site Area (hectares): 0.04

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides public parking which should be retained.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	Redevelopment of the site could only be considered if adequate parking could be provided in a suitable alternative location.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 150

Site Name: Surface Car Park, Warwick Road, Royal Tunbridge Wells, TN1 1YL (town centre)

Site Plan



Brief Description

The site is a surface car park for residential permit holders.

Site Area (hectares): 0.05

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site provides parking for residential permit holders which should be retained.
- Availability:** The site is not being actively promoted and is assumed to be unavailable.
- Deliverability:** Redevelopment of the site could only be considered if adequate parking could be provided in a suitable alternative location.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



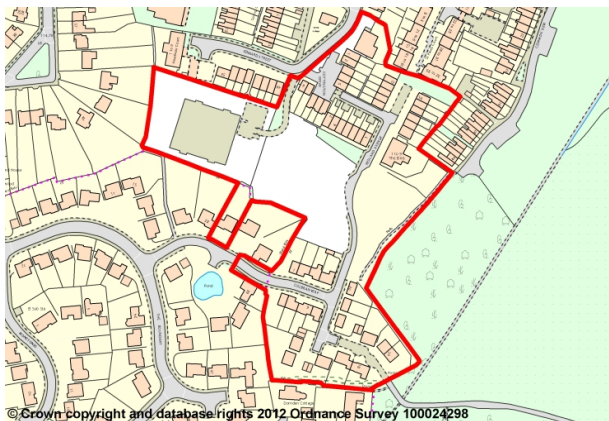
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 165

Site Name: Land at Edward Street, Royal Tunbridge Wells

Site Plan



Brief Description

A large site, formerly containing derelict and redundant buildings, recently redeveloped for residential and associated uses.

Site Area (hectares): 2.73

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site has recently been redeveloped for residential and associated uses (under planning permission TW/07/01939).
Availability:	The site has recently been redeveloped and is no longer available.
Deliverability:	The site has recently been redeveloped and is unlikely to come forward for further redevelopment during the Plan period.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



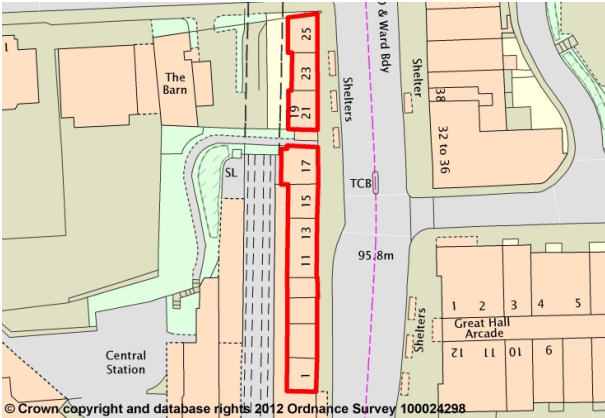
Justification

The site is no longer available for redevelopment during the Local Plan period and will not be allocated for development. This is due to the site already being developed for residential and associated uses (see TW/07/01939).

Site No. 180

Site Name: 1-25 Mount Pleasant Road, Royal Tunbridge Wells TN1 1NT (town centre)

Site Plan



Brief Description

The site forms a two-storey building adjacent to the railway station on Mount Pleasant Road, predominantly comprising small business units with retail frontages.

Site Area (hectares): 0.05

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is considered suitable to continue in its existing uses, although other town centre uses may also be considered appropriate above ground floor level.
Availability:	The site is not being promoted and is believed to be currently unavailable.
Deliverability:	The site could come forward for redevelopment through the planning process subject to market interest and viability.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

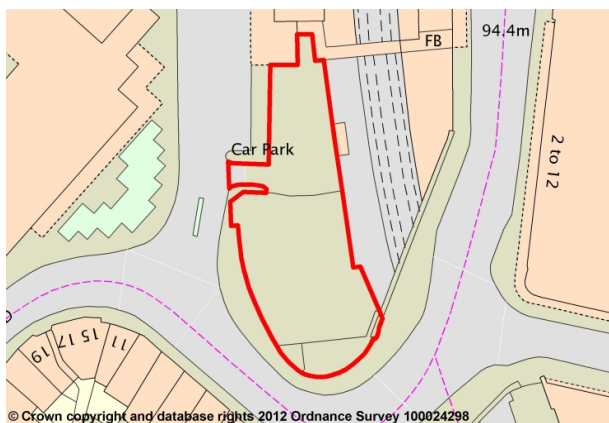
Although the site is considered suitable to continue in its existing uses, its redevelopment would offer opportunities to provide a higher quality and quantity of accommodation, to enhance the townscape within the Conservation Area and to introduce an element of other appropriate town centre uses.

The site is believed to be unavailable for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning application process.

Site No. 181

Site Name: Station Car Park, Corner of Mount Pleasant Road/Vale Road, Royal Tunbridge Wells (town centre)

Site Plan



Brief Description

This site forms the premier station car park of 23 long-stay spaces. The site is above the railway line and screened by trees.

Site Area (hectares): 0.07

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is well located in relation to the railway station and is considered suitable to continue in its current use.
- Availability:** The site is not being promoted and is believed to be currently unavailable.
- Deliverability:** Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development would be assessed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



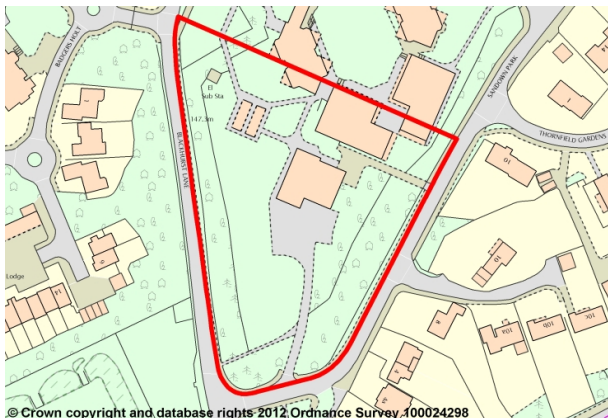
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 185

Site Name: Land at The Skinners Academy (formerly Tunbridge Wells High School), Blackhurst Lane, Royal Tunbridge Wells, TN2 4PY

Site Plan



Brief Description

The site comprises buildings and playing fields currently in educational use.

Site Area (hectares): 1.03

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is no longer available.
- Availability:** The site is no longer available.
- Deliverability:** The site is being redeveloped for educational use and is no longer available.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. This is due to the redevelopment of the site for educational purposes being pursued.

Site No. 186

Site Name: Playing field north of Pembury Road, The Skinners Academy (formerly Tunbridge Wells High School), Blackhurst Lane, Royal Tunbridge Wells TN2 4PY

Site Plan



Brief Description

This site is a playing field currently in educational use.

Site Area (hectares): 1.76

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site is suitable to continue in educational use.
Availability:	The site is no longer available.
Deliverability:	The site is being redeveloped for educational use and is no longer available.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



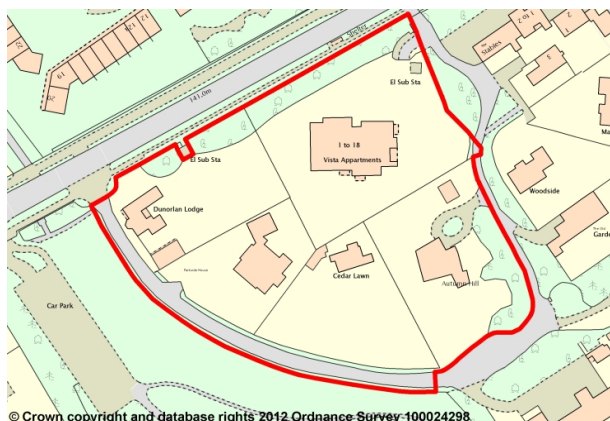
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. This is due to the redevelopment of the site for educational purposes being pursued.

Site No. 193

Site Name: Land adjacent to Dunorlan Park, Pembury Road, Royal Tunbridge Wells TN2 3QA

Site Plan



Brief Description

The site comprises five separate residential buildings in large gardens on the edge of Dunorlan Park.

Site Area (hectares): 1.48

Predominantly greenfield

Inside the Limits to Built Development

Analysis

- Suitability:** The site is not considered suitable for comprehensive redevelopment.
- Availability:** The site is in multiple ownership and the majority of the site is believed to be currently unavailable.
- Deliverability:** Individual parts of the site could come forward for redevelopment through the planning process. However this is a highly constrained site in environmental terms and proposals would need to be sensitively designed.

Sustainability Appraisal

The Sustainability Appraisal highlights the environmentally sensitive nature of the site, which lies entirely within the Conservation Area and an Area of Landscape Importance, and adjacent to the Green Belt. The site is also adjacent to and partly within Dunorlan Park, a Historic Park and Garden.

The site contains five separate residential buildings, one of which has recently been redeveloped to provide 18 apartments. This recent development reduces any further capacity for development on the site, due to its sensitive surroundings. Further development would have a negative impact in terms of biodiversity and the natural environment, and would require strong mitigation measures.

However, the site is well placed for pedestrian access to service provision within the town and has good vehicle access.

Allocate?



Justification

Core Policy 1: Delivery of Development of the Core Strategy gives priority to the allocation and release of sites consisting of previously developed land inside the LBD of settlements. As predominantly greenfield land, this site does not meet the criteria set out in the Core Strategy for the allocation and release of sites.

Core Policy 9: Development in Royal Tunbridge Wells seeks the sensitive regeneration of Royal Tunbridge Wells through development which conserves and enhances the landscape, heritage and biodiversity assets of the town. This site is in a highly sensitive location and subject to very substantial environmental constraints, as outlined in the Sustainability Appraisal. Further development on this site is highly unlikely to be in accordance with Core Policy 9.

Taking these factors into account, it is considered that the site is not suitable for allocation for further development.

Site No. 290

Site Name: Church Hall, Milton Drive, Royal Tunbridge Wells TN2 3DE

Site Plan



Brief Description

The site comprises a one-storey modern church building in residential area.

Site Area (hectares): 0.05

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is within an established residential area and would be suitable for redevelopment for residential or associated community uses.
- Availability:** The site is not being actively promoted but may come forward during the Plan period.
- Deliverability:** The site may come forward if the existing use becomes redundant in the future.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Small Identified Site

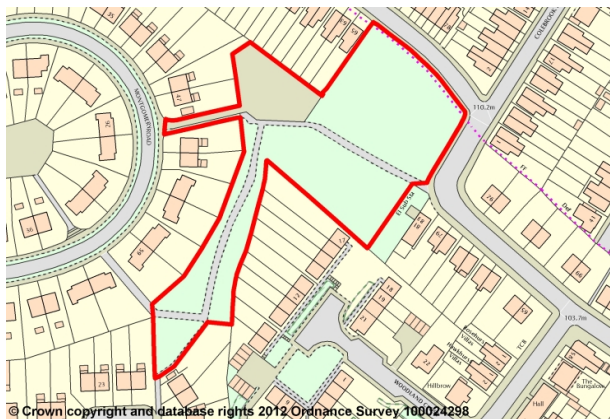
Justification

The site is under 0.2 hectares in area and located outside a Town Centre boundary. Such sites are described as 'small identified sites' and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 313

Site Name: Land at Southview Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site forms an open informal green space with small area of hardstanding and pedestrian access routes to two neighbouring residential roads.

Site Area (hectares): 0.69

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site is a well-used local open space and only a small part is considered suitable for development.
Availability:	The site is available and is being promoted for partial redevelopment.
Deliverability:	The site could come forward for a limited amount of development through the planning process, when its suitability for development could be addressed.

Sustainability Appraisal

The developable part of the site is under 0.2 hectares in area. Sustainability Appraisals have not been carried out for sites outside of town centre boundaries which are under 0.2 hectares in area.

Allocate?



Justification

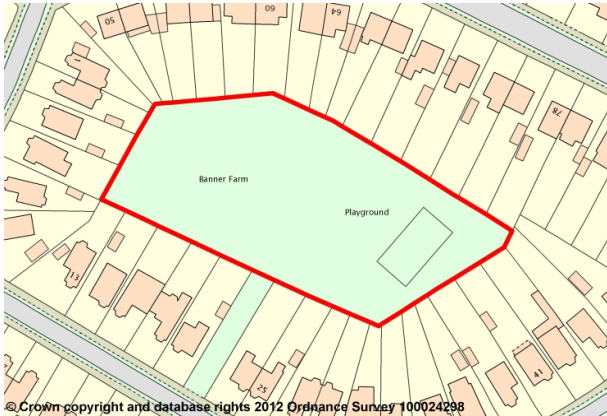
The site is designated as an Important Open Space and Recreation Open Space, and is allocated for the development of a Children’s Playspace. It is surrounded by dense residential development with no other open space nearby. It includes pedestrian links to neighbouring streets and a steeply sloping area, reducing the developable area.

A small part of the site could be suitable for a limited amount of residential development, but this area would be under 0.2 hectares in area. Where located outside a Town Centre boundary, in this Plan such sites are described as ‘small identified sites’ and will not be allocated for development. Such sites could, however, come forward as planning applications and their suitability for development would then be assessed through the planning process.

Site No. 314

Site Name: Land at Julian Hewitt grounds, Farmcombe Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site forms a playing field located to the rear of back gardens within a residential area.

Site Area (hectares): 0.50

Greenfield

Inside the Limits to Built Development

Analysis

- Suitability:** The site is not considered suitable for development other than for recreational purposes.
- Availability:** The site is not being actively promoted but is believed to be available.
- Deliverability:** The constraints on development of the site are unlikely to be overcome during the Plan period.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Local Plan period.

Allocate?



Justification

The site is designated as Recreation Open Space and part is allocated for a Childrens' Play Space. It provides an important recreational resource for the local community, which could not be easily replaced.

The site is wholly enclosed by residential properties, and is accessible only via a narrow footpath onto Cavendish Drive. Lack of access would make development of the site for other than recreational purposes impractical.

The site is no longer available for redevelopment during the Local Plan period and will not be allocated for development. If the site does become available during the period of the Local Plan, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 315

Site Name: Land at Goods Station Road, Royal Tunbridge Wells

Site Plan



Brief Description

The site has now been developed.

Site Area (hectares): 1.28

Predominantly Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site has recently been redeveloped.
Availability:	The site is no longer available.
Deliverability:	The site has recently been redeveloped and is not available.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



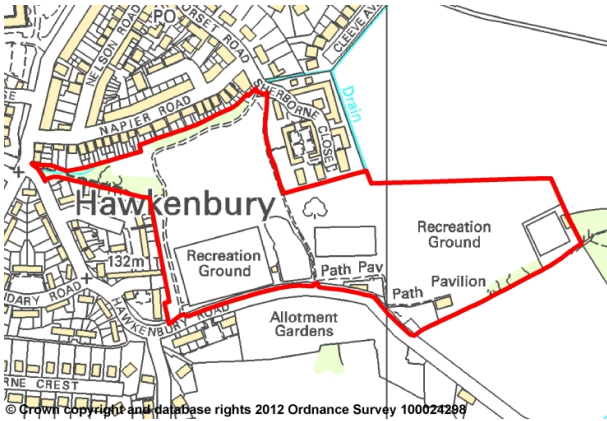
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. This is due to the site already being developed for residential development comprising 94 dwellings (8x one bed flats, 80x two bed flats, 2x three bed houses and 4x four bed houses), together with associated parking, landscaping and off-site highways works (see TW/06/01969).

Site No. 317

Site Name: Land at Hawkenbury Recreation Ground, Royal Tunbridge Wells

Site Plan



Brief Description

This is a large site used for various recreational purposes, on the edge of the LBD at the south west corner of Royal Tunbridge Wells.

Site Area (hectares): 7.84

Predominantly greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site contains a range of recreational areas of different types on the edge of an established residential area, is well used and is considered suitable to continue in this use.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	The constraints on the development of the site are unlikely to be overcome within the Plan period.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 332

Site Name: Toc H Hall, Little Mount Sion, Royal Tunbridge Wells, TN1 1YS (town centre)

Site Plan



Brief Description

This is a small site consisting of Toc-H Hall and associated car park.

Site Area (hectares): 0.08

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is within an established residential area and would be suitable for residential development should it come forward, subject to site-specific issues.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	Should the site become available during the Plan period, the constraints on development could be addressed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



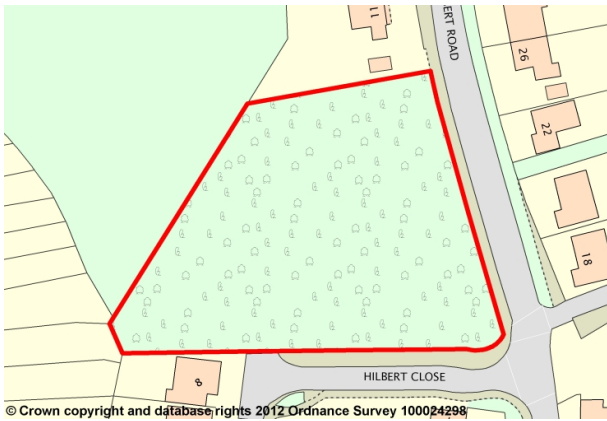
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. Were the site to become available during the Plan period, it come forward as a planning application and its suitability for development would then be assessed through the planning process.

Site No. 340

Site Name: Land at Hilbert Road, Royal Tunbridge Wells TN2 3SA

Site Plan



Brief Description

This site comprises a small wooded area off Hilbert Road.

Site Area (hectares): 0.39

Predominantly greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site is not considered suitable for development.
Availability:	The site is not being actively promoted and is assumed to be unavailable.
Deliverability:	The constraints on development of this site are unlikely to be overcome during the Plan period.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

The site is an area of Ancient Woodland and is designated as an Area of Landscape Importance under Policy AL/STR 2. The National Planning Policy Framework expects local authorities to introduce policies preventing development on or affecting Ancient Woodland and the site is consequently not considered suitable for development.

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning process.

Site No. 358

Site Name: Calverley House (55 Calverley Road), 2/6 Camden Road, 3 Calverley Street, Calverley/Camden Road, Royal Tunbridge Wells TN1 2TU (town centre)

Site Plan



Brief Description

The site forms a purpose built office/conference suite in the town centre, with ground floor retail and a fitness centre (submitted with Site 359: a private multi-storey car park).

Site Area (hectares): 0.22

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides retail and serviced office floorspace in a key town centre location and is considered suitable to continue in its existing uses.
Availability:	The site is being promoted for redevelopment during the Plan period.
Deliverability:	If the current mix of uses on the site becomes unviable, and if adequate replacement serviced office and conference facilities become available elsewhere within the town centre, the site could come forward as a planning application and its suitability for redevelopment could be assessed through the planning process.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impacts, in terms of service provision and employment, of the loss of the existing retail, conference and office uses on the site, particularly as it is within the Town Centre and Primary Shopping Area. The site is in close proximity to town centre services, the mainline railway station and the A26.

The site is also in a prominent position within the Conservation Area and careful consideration would need to be given to external design.

Allocate?

**Justification**

The Core Strategy emphasises the role of the town centre of Royal Tunbridge Wells as the key focus for retailing activity and seeks in Core Policy 9: Development in Royal Tunbridge Wells to retain the existing amount of employment floorspace within the town centre.

The site occupies a key location within the Town Centre, adjacent to the pedestrianised area of Calverley Road and Royal Victoria Place, which form the main focal point of the Primary Shopping Area. It currently provides retail units at ground floor level, which act as an extension to the main pedestrianised area. It also provides small serviced office suites, virtual office services and conference facilities, on the upper floors, and is consequently a valuable resource for small and newly established businesses that may not be in a position to commit to a long term lease on large offices. The Employment Land Review Update (2010) identifies a strong demand for small offices within the Town Centre, reflecting a predominance of small businesses.

The site has been submitted for a mixture of retail /restaurant and residential uses, with the possibility of hotel facilities dependent on market interest and viability. Some change of use on the ground floor may be acceptable (the ground floor uses currently include a private fitness gym). Applications could be assessed through the planning process, but should be for change of use to other town centre uses that maintain an active frontage and pedestrian footfall. Residential uses at ground floor level are unlikely to be acceptable in terms of the design and layout of the built environment.

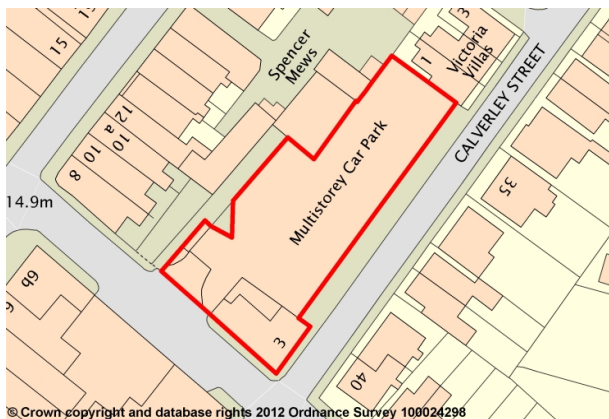
Some hotel facilities on the upper floors could also be acceptable and applications could be assessed through the planning process. However, the demand for hotel accommodation was assessed in the Tunbridge Wells Retail and Leisure Study (2011), which concluded that any increase in demand during the short-term could be met through the expansion or extension of existing facilities, and consequently it is not proposed to allocate specific sites for new hotel accommodation.

Taking these factors into account, the current mix of retail and office uses is considered to be appropriate on this site and it is not proposed to allocate the site for redevelopment.

Site No. 359

Site Name: Multi-storey car park, Garden Street, Royal Tunbridge Wells TN1 2BZ (town centre)

Site Plan



Brief Description

The site forms a private multi-storey car park associated with Calverley House (Site 358).

Site Area (hectares): 0.09

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site provides parking which supports the commercial activities of Calverley House (Site 358) and is considered suitable to remain in this use.
Availability:	The site is being promoted for redevelopment during the Plan period.
Deliverability:	If parking is no longer required to support the activities of Calverley House, or if this parking can be re-provided in a convenient and suitable alternative location, the site could come forward as a planning application and its suitability for development would be assessed through the planning process.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential negative impact, in terms of transport and service provision, of the loss of car parking provision. The site provides car parking to support employment uses located in Calverley House (Site 358) and so its loss might also affect the viability of that site.

However, residential redevelopment could have a positive impact on the Borough's housing needs. The site is in close proximity to town centre services and to the mainline railway station and A26.

Allocate?

**Justification**

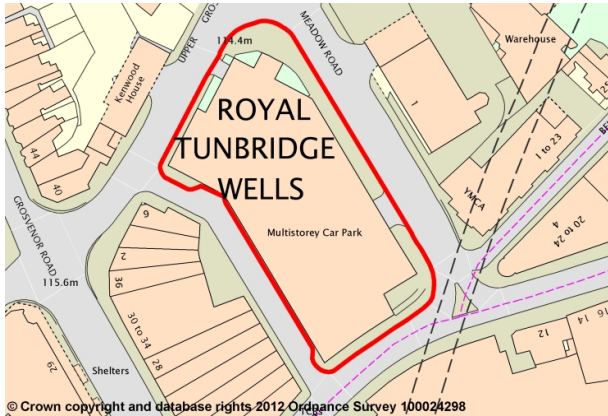
As emphasised in the Sustainability Appraisal, this car park performs an important function in supporting the employment uses located in Calverley House (Site 358). Loss of this parking provision could compromise the viability of those employment uses.

For this reason, it is considered that this site is suitable to continue in its current use, and it is not proposed to allocate the site for redevelopment. However, if parking is no longer required to support the activities of Calverley House, or if this parking can be re-provided in a convenient and suitable alternative location, the site could come forward as a planning application and its suitability for development would be assessed through the planning process.

Site No. 1011

Site Name: Meadow Road Car Park, Meadow Road, Royal Tunbridge Wells TN1 2EN (town centre)

Site Plan



Brief Description

The site forms a ten-level public multi-storey car park (440 spaces), opposite the Royal Victoria Place shopping centre, fronting Upper Grosvenor Road, Meadow Road and Goods Station Road.

Site Area (hectares): 0.32

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site would be suitable for redevelopment for a mix of retail, office and other town centre uses.
Availability:	The site is no longer available.
Deliverability:	Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development could be assessed through the planning process.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



Justification

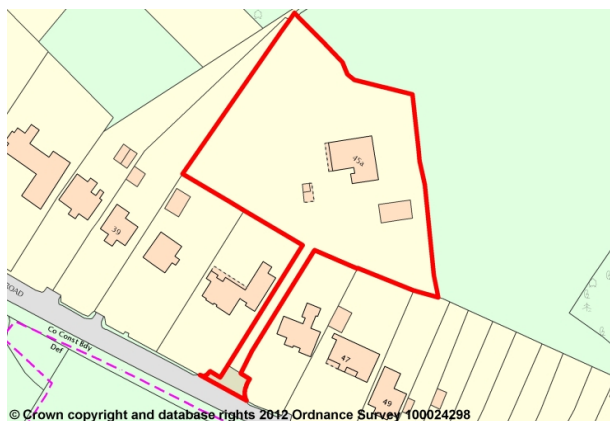
The site is no longer available for redevelopment during the Plan period and will not be allocated for development. Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development could be assessed through the planning process.

Sites not allocated outside the LBD

Site No. 171

Site Name: 45a Bayham Road, Royal Tunbridge Wells
TN2 5HU

Site Plan



Brief Description

The site comprises a residential property and associated curtilage.

Site Area (hectares): 0.47

Greenfield

Outside the Limits to Built Development

Analysis

Suitability:	The site is not considered suitable for more intensive redevelopment.
Availability:	The site is being promoted and is available for development during the Plan period.
Deliverability:	The constraints on the development of this site are unlikely to be overcome during the Plan period.

Sustainability Appraisal

The Sustainability Appraisal highlights the negative impacts that development could have in terms of social inclusion and service provision, particularly considering pedestrian access to services.

Development could also have a negative impact in terms of biodiversity and the natural environment, as there are several specimen trees on site and the boundary is well vegetated on all sides, with Recreational Open Space to the east and the AONB designation beginning on the other side of Bayham Road to the south.

Allocate?



Justification

Although the site is being promoted for a higher density residential development, it is subject to severe access constraints that are likely to make such development impractical. The site is currently accessed from Bayham Road via a narrow single-track driveway which could not be widened to accommodate two-way traffic. Consequently, road access to the site could only be provided through the curtilage of neighbouring properties or through designated Recreation Open Space.

The site is currently a single residential dwelling and associated gardens. The NPPF expects local authorities to consider the case for setting out policies to resist inappropriate development of residential gardens. The site is bounded on two sides by open land used as Recreation Open Space, with further areas of open land beyond, and consequently forms a transitional space on the edge of the LBD, between this open area and the residential back gardens of adjoining properties. More intensive development on this site could create a hard edge to the settlement that could cause harm to the local area.

Taking these factors into account, it is considered that the site is not suitable for allocation for development during the Plan period.

Southborough

Allocated Sites inside the LBD

Site No. 163

Site Name: Land at Yew Tree Road (Southborough Library), Yew Tree Road, Southborough TN4 0BA

Site Plan



Brief Description

The site is on the corner of Yew Tree Lane and London Road (the A26) and comprises a single storey library building with associated car parking and landscaped areas.

Site Area (hectares): 0.12

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the existing LBD of Southborough. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements.
Availability:	The site is not currently available but may come forward during the Plan period.
Deliverability:	Development of Site 370 (Southborough Hub Area 1) could provide an opportunity to relocate the existing use and so release the site for development.

Sustainability Appraisal

A proportion of the site is within an Area of Landscape Importance and it is also in a very prominent position on a major junction. There are a number of mature street trees on site. Sensitive design and strong mitigation measures will be required to ensure that development retains these features and enhances the streetscene.

Development would be dependent on the relocation of the library. However, if this could be achieved within an accessible town centre location, it could have a positive impact on the town centre's function as the focal point for the community, while retaining the current employment.

Although measures would be needed to mitigate the impact of the site's location within the Air Quality Management Area, development would help to meet the town's need for housing within accessible areas.

Allocate?



Proposed Use:

Residential.

Proposed Capacity:

10 units.

Key Parameters/Conditions of Development:

Development of the site is dependent on the availability of a suitable alternative site for the current use, providing an equivalent amount of floorspace and employment in an accessible location.

Phasing:

Years 11-16.

Justification

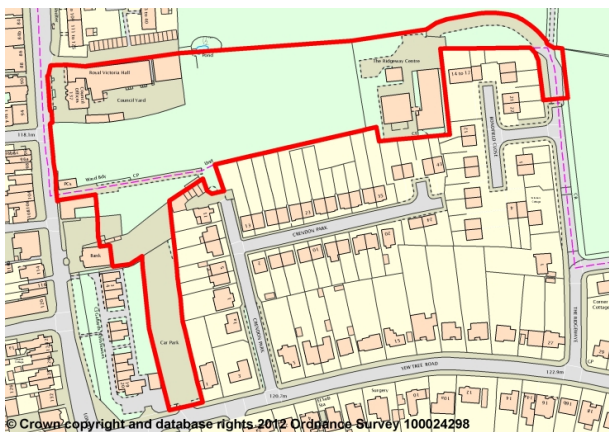
The site would be suitable for residential uses as it is entirely inside the LBD, within a largely residential area and with good transport links. However, mitigation measures would be needed to reduce the impact of poor air quality on residents, and the scale of development would be constrained by the extensive tree cover and the designation of part of the site as an Area of Landscape Importance.

The library performs an important social function, but its relocation to a suitable alternative site could increase its accessibility and strengthen the town centre function.

Site No. 370

Site Name: Southborough Hub (Area 1), London Road, Southborough TN4 0ND

Site Plan



Brief Description

The site is within the proposed town centre boundary. It constitutes a cleared site to London Road (the A26), a community building (the Royal Victoria Hall), Town Council office, recreation land and the Kent County Council Ridgeway site.

Site Area (hectares): 1.79

Previously Developed Land

Inside the Limits to Built Development

Analysis

<p>Suitability:</p>	<p>The site is centrally located in the town and is within the Primary Shopping Area. The site frontage on London Road is in an area of poor air quality, but the rear of the site adjoins a substantial area of recreation open space (Site 371, Southborough Hub Area 2) and residential areas. The site was allocated in the 2006 Local Plan for a mix of town centre uses and is suitable for continued allocation for a similar mix of uses. However, increased car parking in this area could add to traffic congestion on London Road and result in high levels of traffic on residential side streets, consequently uses generating high levels of traffic are unlikely to be acceptable. Part of the site is in employment use and equivalent employment space should be provided.</p>
<p>Availability:</p>	<p>The site is in multiple ownership and there remains some lack of agreement on how to take it forward. However, it could be delivered within 6 to 10 years subject to these issues being resolved.</p>
<p>Deliverability:</p>	<p>The Council will continue to work with other site owners to secure the best outcome for this site.</p>

Sustainability Appraisal

This is a large site, partly in recreational use, and links with Site 371 (also in recreational use). Although outside the Area of Landscape Importance, the site is adjacent to it and in a very prominent position within the town. Therefore, any development will be expected to incorporate strong mitigation measures and high quality design.

The loss of community facilities and employment opportunities would have a negative impact on social inclusion, education and employment. To resolve this concern, any redevelopment will be expected to provide facilities suitable for a range of community uses, to facilitate the re-provision of existing facilities where required and to provide equivalent or greater employment opportunities.

As vehicular access is constrained and the site is inside the Air Quality Management Area, redevelopment will be expected to minimise traffic generation impacts, to encourage use of sustainable transport modes and to minimise the impact of poor air quality on any residents of the development.

If these concerns are adequately addressed, development would help contribute to the town's housing needs and the larger scale of development and mix of uses may lend itself to renewable energy provision.

Allocate?



Proposed Use:

Mixed use including community and residential uses

Proposed Capacity:

Approximately 25 housing units and
 Approximately 1,000sqm comparison retail floorspace (gross) and
 Approximately 1,000sqm floorspace for community or employment uses and
 Approximately 1,500sqm floorspace for assembly and leisure uses and
 Approximately 66 car parking spaces

Key Parameters/Conditions of Development:

Development is dependent on agreement between partners on the way forward and proposals affecting only part of the site will not be permitted where they would compromise comprehensive development. Free public access car parking should be retained as part of any development proposals. Residential uses should be located above ground floor and to the rear of the frontage on London Road. A pedestrian link and dedicated cycleway, incorporating green infrastructure links, should be provided from the London Road frontage to the open space at Site 371 and to the junction of The Ridgeway and Hill Crest. Site-specific mitigation measures will be required to alleviate traffic impacts.

Phasing:

Years 1-5 and 6-10.

Justification

Core Policy 10: Development in Southborough identifies development requirements for Southborough and the supporting text notes the allocation of this site for a mixed use development in the 2006 Local Plan, although Core Policy 10 does not make any specific commitments to providing particular uses on this site. Core Policy 10 contains other policy requirements that need to be borne in mind in considering the most appropriate uses of this site. These include encouraging the uptake of sustainable transport modes to reduce congestion and improving air quality within the Air Quality Management Area.

The site allocated in the 2006 Local Plan includes a large area of recreation open space and is in multiple ownership. Despite continued attempts to promote development on the site, it has not been possible to identify a mutually acceptable way forward. This lack of progress casts doubt on the deliverability of the site as originally allocated and hence on the viability of continuing this allocation in the same form. A review of the allocation of the site and the appropriateness of each of the proposed uses identified has therefore been carried out in the process of producing this document.

There remains a need for additional comparison retail floorspace in Southborough town centre during the Plan period, as identified in the Borough Council's 2011 Retail and Leisure Study and small retail units would be an appropriate use of the site frontage. However, the need for convenience retail floorspace identified in the Study has since been met through other developments in the combined catchment area of Royal Tunbridge Wells and Southborough. A large convenience foodstore is not considered an appropriate use of this site due to its impact on the surrounding highway network.

The NPPF places strong emphasis on identifying a supply of specific deliverable sites to meet housing needs and also recognises the important role of residential development in ensuring the vitality of town centres. The Core Strategy identifies a need for 300 new homes in Southborough over the Plan period. Residential use was included in the 2006 Local Plan allocation for this site and, given the shortage of suitable and available sites within the town, will be given high priority in deciding the appropriate mix of development.

Due to its prominent location within the town centre, a mixed use development on this site could significantly enhance the range of facilities available to residents and strengthen the town centre. The opportunity to create a 'Hub' building where local residents can access a variety of public services and take part in community activities, an enhanced public realm centred around a 'town square' and improved pedestrian access to the recreation open space of Site 371, can be realised through development of the site.

The NPPF places high priority on the provision of community and cultural facilities and shared spaces where members of the community can meet and identifies these as appropriate town centre uses. It also emphasises the need to retain valued community facilities and services. The need for community buildings capable of fulfilling several functions was identified in the 2006 Local Plan and part of this site allocation was reserved for this purpose. Facilities of this type would complement the role of retail provision within the town centre and will be given high priority in deciding the appropriate mix of development. The Royal Victoria Hall has local historic significance and development proposals should aim to conserve and enhance this building within the wider development.

Development may involve the loss of some open space to the rear of the site, although this is a small proportion of the Ridgeway Playing Fields and generally of lower quality and less well used than the adjoining areas. The boundaries of this site and Site 371 have been revised in the production of this Site Allocations DPD, in order to emphasise that the higher quality open space of the latter site will continue to be allocated for recreational uses. However, development proposals should assess the extent to which any loss of open space can be compensated for by the improvement of

recreation facilities on Site 371 and the level and accessibility of alternative provision elsewhere in Southborough. By incorporating improved pedestrian and cycle links to Site 371, development of this site can also improve access from the town centre to this area of recreation open space.

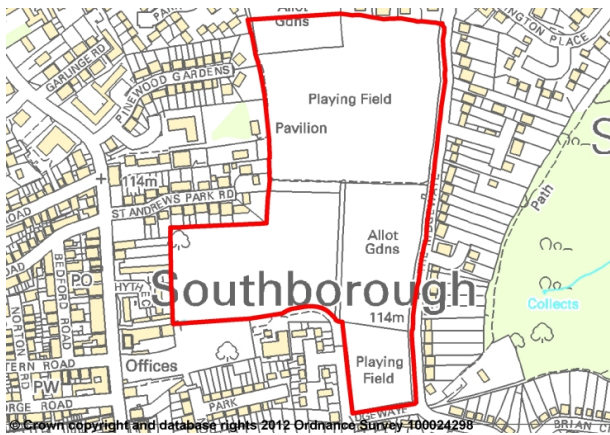
Potential negative impacts have been identified and any development proposal should be designed in a way that minimises these and mitigates their impact. Transport impacts will be an important consideration in assessing the suitability of any proposed new development, and developments likely to generate severe impacts are unlikely to be acceptable. Poor air quality can have a detrimental impact on health and this impact should be minimised by locating residential uses above ground floor level or to the rear of the development.

In summary, the site is considered suitable for a mixed use development, including residential and community uses and incorporating other features to strengthen the town centre function.

Site No. 371

Site Name: Southborough Hub (Area 2), London Road, Southborough TN4 0ND

Site Plan



Brief Description

The site consists of allotments and areas of informal green open space.

Site Area (hectares): 9.94

Greenfield

Inside the Limits to Built Development

Analysis

Suitability:	The site provides several well-used open recreation spaces within a highly prominent and accessible location. It can be accessed from neighbouring residential areas via The Ridgeway and has pedestrian access from London Road via Site 370. It is suitable for continued use as recreation space and could accommodate a limited amount of ancillary development to support these uses.
Availability:	The site is not available for built development.
Deliverability:	The constraints on built development of the site are unlikely to be resolved during the Plan period.

Sustainability Appraisal

This site is a green space in a central part of a small town and development would have a negative impact on biodiversity and the natural environment. The site is within an Area of Important Open Space and currently used by the local community for various recreational activities, and any significant development on the site could consequently have a negative impact on health.

Although development of part of the site for housing could help to meet the town's housing needs, this is not considered to be a sufficiently positive impact to outweigh the negative impacts of development.

Allocate?



Proposed Use:
Recreation open space

Proposed Capacity:

Not applicable

Key Parameters/Conditions of Development:

The mix of recreational uses on the site should be kept under review by Southborough Town Council to ensure that it meets the needs of the local community. The site could accommodate a limited amount of ancillary development to support these uses, and any such proposals will be assessed through the planning process.

Phasing:

Not applicable

Justification

The National Planning Policy Framework emphasises that open space and opportunities for sport and recreation make an important contribution to the health and well-being of communities, and states that existing open space should not be built on unless it has been shown to be surplus to requirements or can be replaced by equivalent or better provision elsewhere or unless development provides alternative sports and recreation provision.

This site is used on a regular basis for a variety of purposes including football matches, dog-walking and allotment gardening. A large part of the site is designated in this document as an Area of Important Open Space. It also contains extensive tree and vegetation cover, including Areas of Landscape Importance, and areas allocated for use as Recreation Open Space and Allotment Land. These designations and allocations offer protection from inappropriate built development and the site also includes a Public Right of Way.

However, these designations and allocations do not preclude the continued use of the area for recreation, or a limited amount of ancillary development such as sports changing facilities and children's playspaces.

Local consultation in 2010 revealed a high level of support amongst local residents for retaining this open space in its entirety. However, decisions about the future use of the site should also be based on a quantitative assessment of the need for various forms of open space, as suggested by the NPPF. Although no official national standards exist, the 'Six Acre Standard' promoted by Fields in Trust (formerly the National Playing Fields Association) remains widely adopted. This standard recommends the provision of 2.4ha per 1,000 population (including 0.8ha of children's play space).

A survey of open space and recreation facilities in the borough (PPG 17 Sport, Recreation and Open Space Study: An Assessment of Quantity, Quality and Access (2006)) took the view that, given the surplus of accessible natural and semi-natural green space in the Borough, a lower level of provision of other types of open space than the 'Six Acre Standard' could be acceptable and recommended a standard of 1.32ha per 1,000 population (reflecting the average across the Borough). However, even when assessed against this lower standard, the provision of parks, recreation grounds and gardens in Southborough was found to be inadequate (1.02ha per 1,000 population).

The loss of open space in Southborough would therefore only be acceptable if its development provided new opportunities for recreation or if it were re-provided in a suitable alternative location. No alternative sites for recreation provision have come forward to date and consequently minimising the loss of open space will be seen as a high priority in proposals affecting this site.

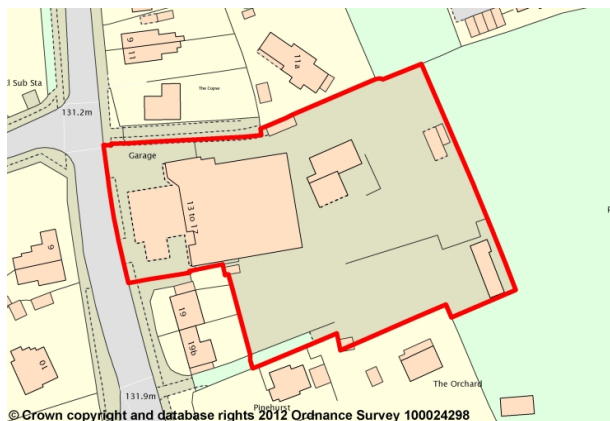
Taking these factors into account, it is considered that the site is suitable for allocation for use as recreation open space, incorporating designated Areas of Important Open Space and Areas of Landscape Importance.

Sites not allocated inside the LBD

Site No. 62

Site Name: 13-17 London Road, Southborough TN4 0RJ

Site Plan



Brief Description

The site comprises a former filling station, car showroom and garage on London Road (the A26), surrounded by residential properties and including land to the rear of adjoining properties.

Site Area (hectares): 0.68

Previously Developed Land

Inside the Limits to Built Development

Analysis

- Suitability:** The site is previously developed and is within the existing LBD of Southborough. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land within the LBD of settlements. The site is considered suitable for residential use.
- Availability:** The site is no longer available. Planning permission was granted in August 2012 (TW/12/01475) for a residential care home.
- Deliverability:** If development under the current planning permission does not come forward, the suitability of the site for general residential use could be assessed through the planning process.

Sustainability Appraisal

The Sustainability Appraisal highlights the potential for good quality design along the road frontage to improve the built environment within the Conservation Area, and to significantly improve the site's impact on the natural environment and biodiversity through good green infrastructure links and reducing the level of hardstanding.

Loss of the current use would have a negative impact in terms of service provision and employment, although the site is not within a designated Key Employment Area. This negative impact would be mitigated if the future use of the site includes employment or business uses. There could be potential land contamination issues related to the current use of the site.

However, the site is in close proximity to retail services in Southborough, has good vehicle access on the A26 and access to bus services, and could potentially be suitable for residential development should the current planning application not come forward.

Allocate?



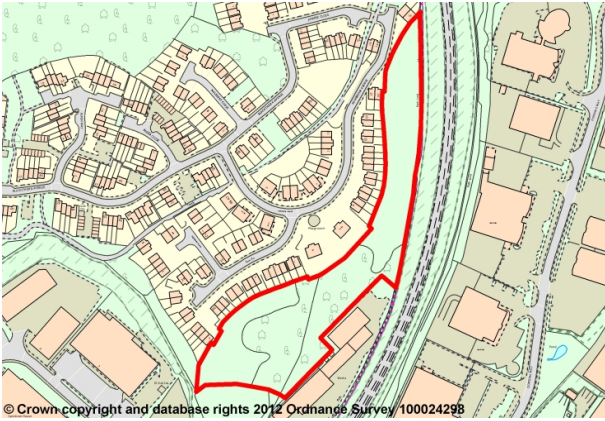
Justification

The site is not available for redevelopment during the Plan period and will not be allocated for development. Should the site become available during the Plan period, it could come forward as a planning application and its suitability for development could be assessed through the planning process.

Site No. 79

Site Name: Land rear of Barnetts Wood, Near Walnut Way/Hornbeam Avenue, Southborough

Site Plan



Brief Description

The site is mostly scrub at the edge of an established residential area, with mature woodland to the east, which screens it from the railway line and industrial estate to the south.

Site Area (hectares): 1.49

Greenfield

Inside the Limits to Built Development

Analysis

- Suitability:** The development potential of the site is severely constrained by its current designation as a Local Wildlife Site, the presence of a Public Right of Way along the eastern boundary of the site, the lack of highway access and the close proximity of the industrial estate to the south. The southwestern tip of the site also adjoins a Site of Special Scientific Interest. It is not considered suitable for residential development.
- Availability:** The site is believed to be available.
- Deliverability:** A small part of the site could come forward for development and its suitability could then be assessed through the planning process.

Sustainability Appraisal

This strip of land lies adjacent to the High Brooms Economic Key Employment Area, and acts as a buffer between this industrial area and the residential area to the north west.

To the north of the site, the site adjoins Barnett's Wood Local Nature Reserve, although it is outside this designation. It is mostly grassland and scrub, with some woodland, and plays an important role as a wildlife corridor and green infrastructure link. It is predominantly greenfield land and its development would have a negative impact on the natural environment and biodiversity without mitigation measures.

Pedestrian access to local services is poor, although there is an established pedestrian link over the railway line to the industrial estate on the other side. Vehicle access to the site is also poor, with the only opportunity for access being through the existing Barnett's Wood housing estate. This would require a further extension of the residential road, which is a cause for concern because there is only one access road serving the entire residential development.

Allocate?

**Justification**

Core Policy 1: Delivery of Development gives priority to the allocation of previously developed sites inside the LBD of settlements. Although this site is inside the LBD and adjacent to an established residential development, it is a greenfield site which fulfils an important function as a buffer between housing and the nearby industrial estate and railway line. It also has biodiversity value, reflected in its designation as a Local Wildlife Site. Core Policy 4: Environment seeks to avoid the net loss of biodiversity and this represents a significant constraint on the development of the site.

The site is also highly constrained in terms of provision of access to the highway, and its development could generate additional traffic impacting on congested road junctions at Yew Tree Road and High Brooms Road. Although mitigation measures such as a sustainable travel plan could help to minimise the generation of extra traffic, the Sustainability Appraisal highlights concerns due to the site's poor pedestrian and vehicle access to local services, and the scope for mitigating these is very limited.

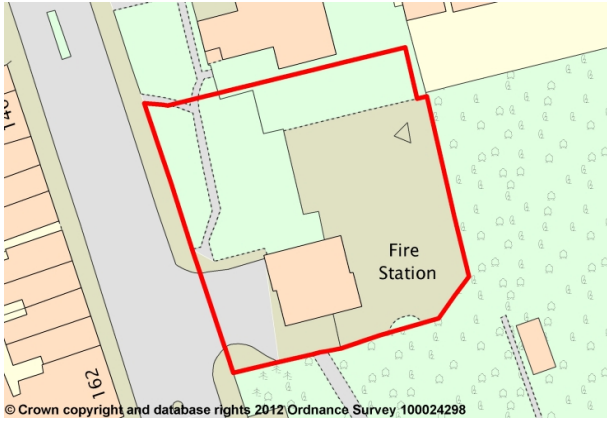
Subject to these constraints, a small part of the site could come forward for development as an extension of the existing residential area, when its suitability for development would be assessed through the planning process. Any development proposals would need to enhance the existing Public Right of Way as a pedestrian and cycle link, the green infrastructure link to Barnett's Wood and the railway line, and the remaining open space.

Taking these factors into account, and notwithstanding the site's potential capacity for a limited amount of development, the site is not considered suitable for allocation for development during the Plan period.

Site No. 200

Site Name: Fire Station, London Road, Southborough TN4 0BB

Site Plan



Brief Description

The site is currently occupied by a single storey building with a hipped roof, used as a fire station. It fronts onto London Road (the A26) and is adjacent to Site 163 (Land at Yew Tree Road: Southborough Library).

Site Area (hectares): 0.15

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is previously developed and is inside the existing LBD of Southborough. Core Policy 1: Delivery of Development states that priority will be given to the allocation of previously developed land inside the LBD of settlements. The site would be suitable for residential redevelopment subject to site-specific issues, but is currently in use as a fire station.
Availability:	The site is not being promoted and is believed to be unavailable.
Deliverability:	The site could come forward for redevelopment if a suitable alternative location is found for the current use.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are no longer available for redevelopment during the Plan period.

Allocate?



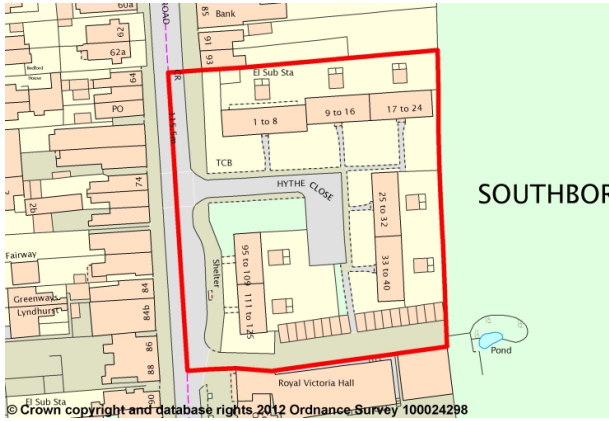
Justification

The site is no longer available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning application process.

Site No. 203

Site Name: Land at Hythe Close, London Road, Southborough TN4 0NG

Site Plan



Brief Description

The site is located on the east side of London Road (the A26) immediately adjacent to the Primary Shopping Area and to the north of Site 370 (Southborough Hub Area 1). The site currently comprises seven blocks of flats, four storeys in height.

Site Area (hectares): 0.66

Previously Developed Land

Inside the Limits to Built Development

Analysis

Suitability:	The site is suitable to continue in its current use.
Availability:	The site is not available.
Deliverability:	The flats on the site are currently occupied and residents would need to be rehoused in suitable alternative accommodation before development could commence.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are not available for redevelopment during the Plan period.

Allocate?



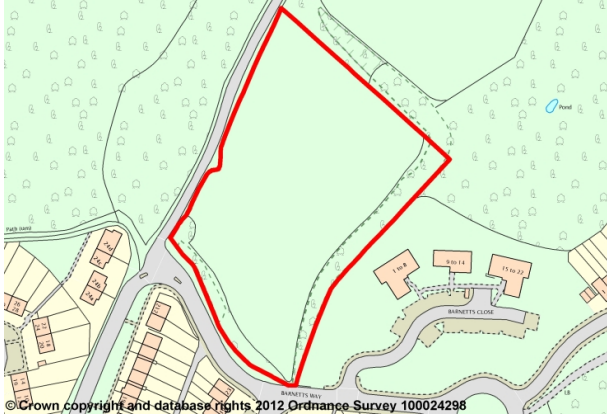
Justification

The site is not available for redevelopment during the Plan period and will not be allocated for development. If the site does become available during the Plan period, it could come forward as a planning application and its suitability would then be assessed through the planning application process.

Site No. 311

Site Name: Land at Powder Mill Lane, Southborough

Site Plan



Brief Description

The site is a field bounded by Barnett's Way to the south, houses on Barnett's Close to the east, Barnett's Wood Local Nature Reserve to the north and Powder Mill Lane to the west.

Site Area (hectares): 1.08

Greenfield

Inside the Limits to Built Development

Analysis

- Suitability:** The site is a former landfill site and is therefore not considered suitable for development during the Plan period.
- Availability:** The site is not being actively promoted and is believed to be unavailable.
- Deliverability:** Remediation measures would be required for development to proceed and are likely to seriously compromise the viability of developing the site.

Sustainability Appraisal

Sustainability Appraisals have not been carried out for sites which are not available for development during the Local Plan period.

Allocate?



Justification

The site is not available for development during the Local Plan period. The site is a former landfill site which is understood to be still actively gassing. Remediation measures would be required for development to proceed, which are likely to seriously compromise the viability of the site, and it will not therefore be allocated for development during the Plan period.