

# TONBRIDGE & MALLING BOROUGH COUNCIL

## CABINET

21 June 2006

### Supplementary Report of the Director of Planning & Transportation

#### Part 1- Public

#### Matters for Recommendation to Council

## 1 LOCAL DEVELOPMENT FRAMEWORK – SUBMISSION STAGE

### 1.1 Introduction

1.1.1 Cabinet is being recommended to commend to Council the adoption of the three Development Plan Documents that together comprise the first tranche of the Local Development Framework, subject to the following amendments which consolidate the recommendations of both the LDF Steering Panel on 6 June 2006 and the Policy and Best Value Committee on 7 June 2006. The following amendments also incorporate changes to Policy CP18 and Policy E2 the detailed wording of which was referred to Cabinet for consideration.

### 1.2 Core Strategy

1) Revise **para 5.1.3** to read:

“Nearly three quarters of the Borough lies within the Metropolitan Green Belt where, other than a very limited range of uses defined in PPG2, there is a strong presumption against development unless justified by very special circumstances.”

2) **Policy CP18 – Affordable Housing** – delete the word “**net**” in sections (1) and (2) and add the following new section to the Policy

**5. If a site allocated or identified in the LDF for housing is subdivided so as to create two or more separate development schemes one or more of which falls below the relevant threshold, the Council will seek an appropriate level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.**

3) **Policy CP26 - Mitigation of Development Impacts** - revise the first part of the Policy to read:

1. Development will not be proposed in the LDF or permitted unless the service, transport and community infrastructure necessary to serve it is either already available, or will be made available by the time it is needed. All development proposals must therefore either incorporate the infrastructure required as a result of the scheme, or make provision for financial contributions to secure such infrastructure or service provision at the time it is needed, by means of conditions or a planning obligation.

4) Policy CP27 – Infrastructure – Revise the final subsection to read:

(c) **the applicant has proved, to the satisfaction of the Council, that for the foreseeable future there is likely to be an absence of need or support for the facility.**

### 1.3 Development Land Allocations DPD

1) **Policy H3** – Preston Hall – revise section (d) to refer to the A20/Hall Road junction rather than A20/Mills Road junction.

2) **Policy H4** – delete sites (c) and (d)

3) **Policy E2** – Divide the first part of the policy into two with the second part reading:

2. **Proposals for uses other than General Industrial (B2), Business Use (B1) or Distribution Uses (B8) will not be permitted within these areas unless all of the following requirements are met.**

Revise the final part of the policy to read:

**Any proposal that is permitted having regard to the above requirements must also be able to demonstrate that the amenity benefits of redevelopment outweigh the benefits of retaining the site in employment use.**

Revise sub-section (e) to read:

**(e) Quarry Wood, east of Mills Road, having regard also to the provisions of Core Policy CP23(1)(c)**

### 1.4 Tonbridge Central Area Action Plan

1) Elements of the Transport Strategy: - revise **para 4.41** to read:

“4.41 The following measures are proposed as a way of reducing traffic levels in the High Street, particularly during off-peak periods. During peak periods optimum use will still need to be made of the capacity of the entire main road network by careful management of traffic. It is a package of measures that can be implemented as a series of individual measures.”

- 2) Revise the final sentence of para 4.43 to read:

“...The implications of this proposal must be weighed against the potential impact on the Bordyke, with its narrow footways, awkward bends and many poor accesses, as well as on Hadlow Road.”

- 3) Delete **para 4.44**

- 4) Revise of **para 4.45** to read:

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

- 5) Revise the first sentence of **para 4.49** to read:

“The London Road/Hadlow Road Link is the most effective means of improving traffic management and is an important measure in the context of the functioning of the town centre and buoyancy of its economy.

- 6) Transport Strategy: Supporting Elements – revise **para 4.51** to read:

“4.51 The mainstay of the transport strategy is the management of traffic. This needs to be supported by measures that seek to promote the use of transport modes other than the car for many journeys within the urban area. However, it is recognised that for most trips from the rural areas and to many other destinations in Kent the use of a car is essential.”

- 7) Revise **paras 6.7 and 6.8** to read:

“6.7 Changes and improvements to the highway network will be carried out in conjunction with Kent County Council. The primary delivery mechanism for the improvements outlined in the Area Action Plan is the Local Transport Plan for Kent (LTP). LTP funding will be sought but the likelihood of securing public funding through the LTP will be increased by developer contributions.

6.8 Funding for highway works, including the London Road/Hadlow Road Link, will be sought within the existing LTP programme in line with a

package of schemes already agreed in principle with the County Council. This package assumes some advanced funding from the LTP for the London Road/Hadlow Road Link, but developer contributions will also be required.

- 8) **Policy TCA2** – Mixed use Development – delete the word “**seriously**” from before the word “**detract**”

- 9) **Policy TCA11** – revise list of uses under section (a) to read:

**Botany – suitable for primarily retail, leisure, cultural, commercial and residential uses....**

- 10) **Policy TCA12** – Transportation Measures – Revise the Policy to read:

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

**a) Vale Road/High Street, including the widening of Vale Road**

[rest of Policy unchanged]

- 11) Identify land safeguarded under adopted Local Plan Policies P7/7(k) and P7/8(f) on the **Proposals Map** for the Tonbridge Central Area Action Plan

- 12) **Para 7.24** – add the following at the end of the paragraph:

“Furthermore, the progressive upgrading of the A228 corridor, including the construction of the Colts Hill Link and other improvements, will enable much of the through traffic destined for Tunbridge Wells to be diverted away from the A26 though the centre of Tonbridge and the village of Hadlow.”

## **1.5 Joint Transportation Board**

- 1.5.1 The Joint Transportation Board also considered the Tonbridge Central Area Action Plan at its meeting on 12 June 2006 and recommended that:

“Subject to further transport modelling and refinement of detailed traffic management proposals, the transportation elements of the Tonbridge Central Area Action plan **BE AGREED** for inclusion as part of an updated Transport Strategy for the Tonbridge Urban Area, with the detail to be formally considered at a future meeting of this Board”.

## **1.6 Legal Implications**

- 1.6.1 See report to LDF Steering Panel

## 1.7 Financial and Value for Money Considerations

1.7.1 See report to LDF Steering Panel

## 1.8 Risk Assessment

1.8.1 See report to LDF Steering Panel

## 1.9 Recommendations

1) Subject to the inclusion of the above amendments Council be recommended **TO ADOPT** :

- The Core Strategy
- Development land Allocations DPD, and
- Tonbridge Town Centre Area Action Plan

for submission to the Secretary of State and as a material consideration for Development Control.

2) Authority **BE DELEGATED** to the Director of Planning and Transportation in consultation with the Cabinet Member for Planning and Transportation and with the Group Spokespersons to finalise the detailed schedule of responses to the representations received.

3) Authority **BE DELEGATED** to the Director of Planning and Transportation to finalise and publish the revised Urban Capacity Study (2006) including a review of windfall projections, and to make any consequential changes to the text of the DPDs and any other factual or other minor word changes that do not affect the policy thrust of the documents prior to submission including taking account of the Strategic Flood Risk Assessment.

4) Authority **BE DELEGATED** to the Director of Planning and Transportation to make any editorial changes to the Tonbridge Central Area Action Plan to ensure consistency of style between the three documents and to finalise the schedule of site capacities.

Background papers:

contact: Brian Gates

See Report to LDF Steering Panel

Steve Humphrey

Director of Planning and Transportation