



HIGH STREET EAST, TONBRIDGE

PHASE 2

Prepared for Tonbridge and Malling Borough Council
December 2023

2 | Tonbridge



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INTRODUCTION

Executive Summary

The High Street East site is a significant opportunity for Tonbridge to unlock value and transform the town centre. To better understand and support the Tonbridge and Malling Borough Council (TMBC) in progressing this opportunity Mace has developed four high level design iterations to explore possibilities for the site. The iterations are all housing led with a mix of other commercial uses and investigate possibilities for the ageing and not fit for purpose Angel Leisure centre.

1. Mixed use but residential led with c. 350 new homes, rebuild the Leisure Centre in its current location, introduce a vibrant new town square, retain some of the existing parking with a new multi-storey car park.
2. Mixed use but residential led with c. 305 new homes of a wide variety, refurbish the Leisure Centre, create a new vibrant look for Angel Lane, retain some of the existing parking with a new multi-storey car park.
3. Mixed use but residential led with a higher density c. 450 new homes, rebuild the Leisure Centre with a new health

facility in a new location, increased commercial and green space, parking in a new multi-storey car park.

4. Mixed use but residential led with a higher density of c. 470 new homes, rebuild the Leisure Centre off site to co-locate with the existing Tonbridge Swimming Pool, introduce a vibrant town square, inclusion of a health facilities and later living, a odium solution to car parking in conjunction with a new multi-storey car park.

The design exercise establishes the quantum and scale of development that that is aligned with the Council's objectives and policy. Where policy is being revised, this will help inform policy moving forward.

These four iterations, alongside the accompanying viability report, are to be used to inform which elements best balance placemaking, viability and meeting the Council's objectives whilst also ensuring Tonbridge town centre be commercially attractive to the market.

Purpose of this Report

This report details a design review for four design iterations for the redevelopment of High Street East, Tonbridge.

Tonbridge and Malling Borough Council (TMBC) appointed Mace previous to this commission to assist in defining and agreeing the Council's strategic priorities for Tonbridge Town Centre, reviewing the land and building assets, and identifying any potential development opportunities. The purpose of this commission is for TMBC to build on this foundation in shaping the aspirations into a framework of projects that can be managing and undertaking an appraisal of the largest site within the town centre.

Background

Tonbridge is a market town located on the river Medway in Kent in the Southeast of England. Tonbridge lies 29 miles Southeast of London and has a population of just over 41,000 residents. The town is easily accessible from London (35 minute commute) due to it's convenient rail links.

As a market town, Tonbridge is rich in history and hosts Tonbridge Castle and Gatehouse, a 13th century motte-and-bailey castle located in close proximity to the high street. The castle is owned by the Council and the grounds are a public park. The town is surrounded by a Green Belt as well as areas of Outstanding Natural Beauty. There is also a large 160-acre country park (Haysden Country Park) located on the outskirts of Tonbridge.

Historically, the town has a reputation for being subject to extensive seasonal flooding therefore, there are areas retained as floodplains in the west of the town including Tonbridge Park itself.

THE WIDER CONTEXT



Aerial view of the study area within Tonbridge

Regional Location

Geographic Position

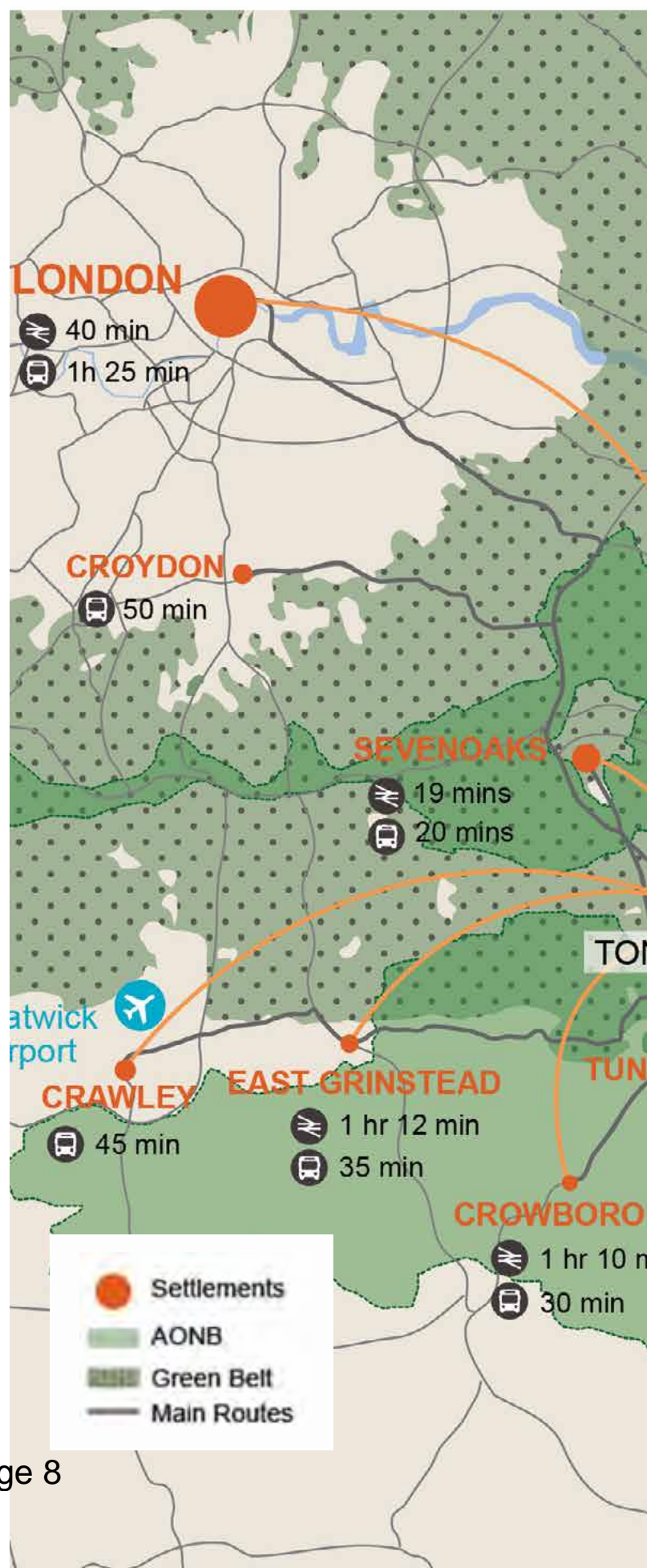
Tonbridge is a market town, well connected with neighbouring townships and about 47kms south from London.

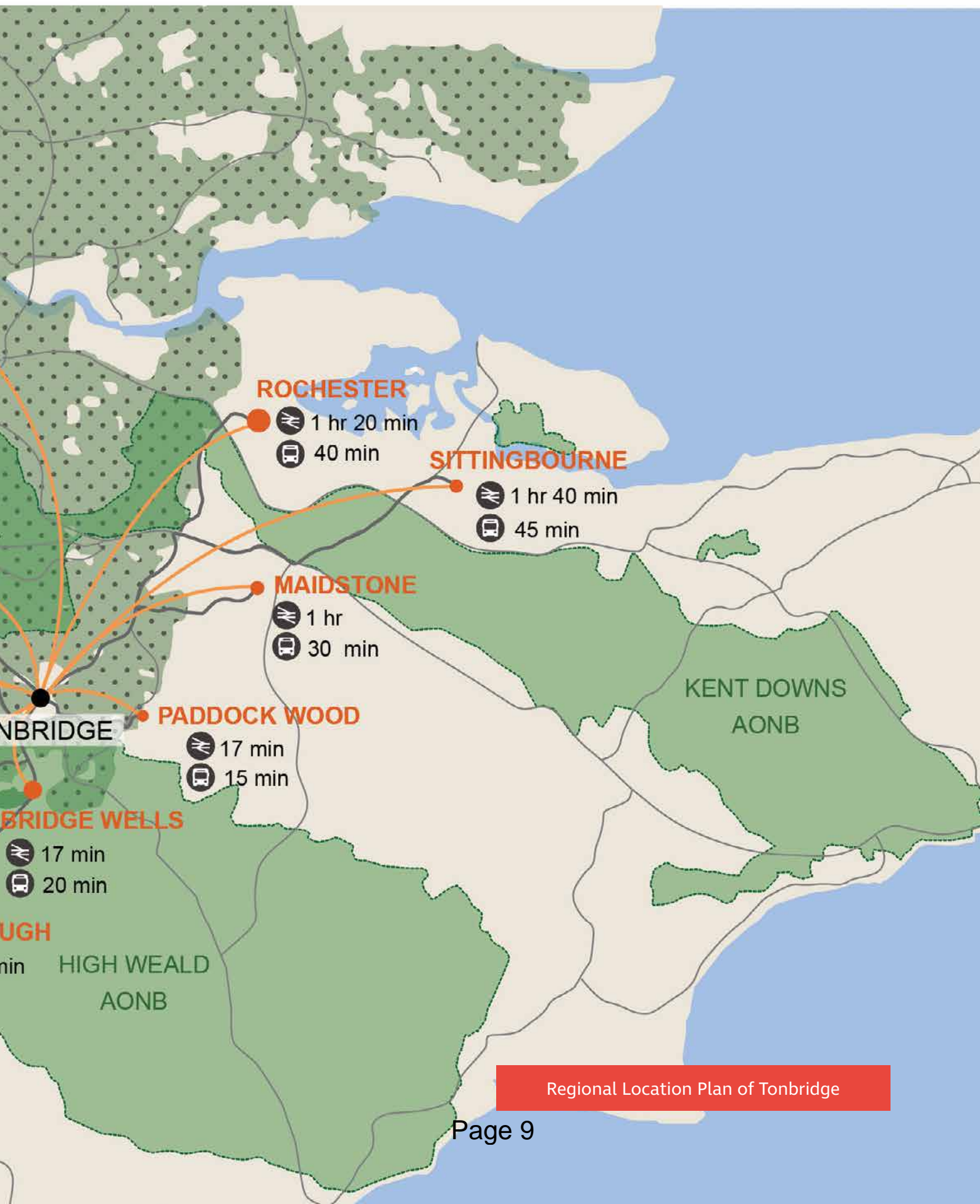
The central location makes it accessible to travel in all directions by train and roads to the nearby settlements.

Statutory Designations

The town is well surrounded by a Green Belt, and then Areas of Outstanding Natural Beauty (AONB) around north and south, holding capacity for natural habitat.

Tonbridge sits at the heart of a beautiful area of Kent, between the High Weald and Kent Downs AONB. All these towns and villages near Tonbridge are within a short drive.





Regional Context

Local Employment Hubs

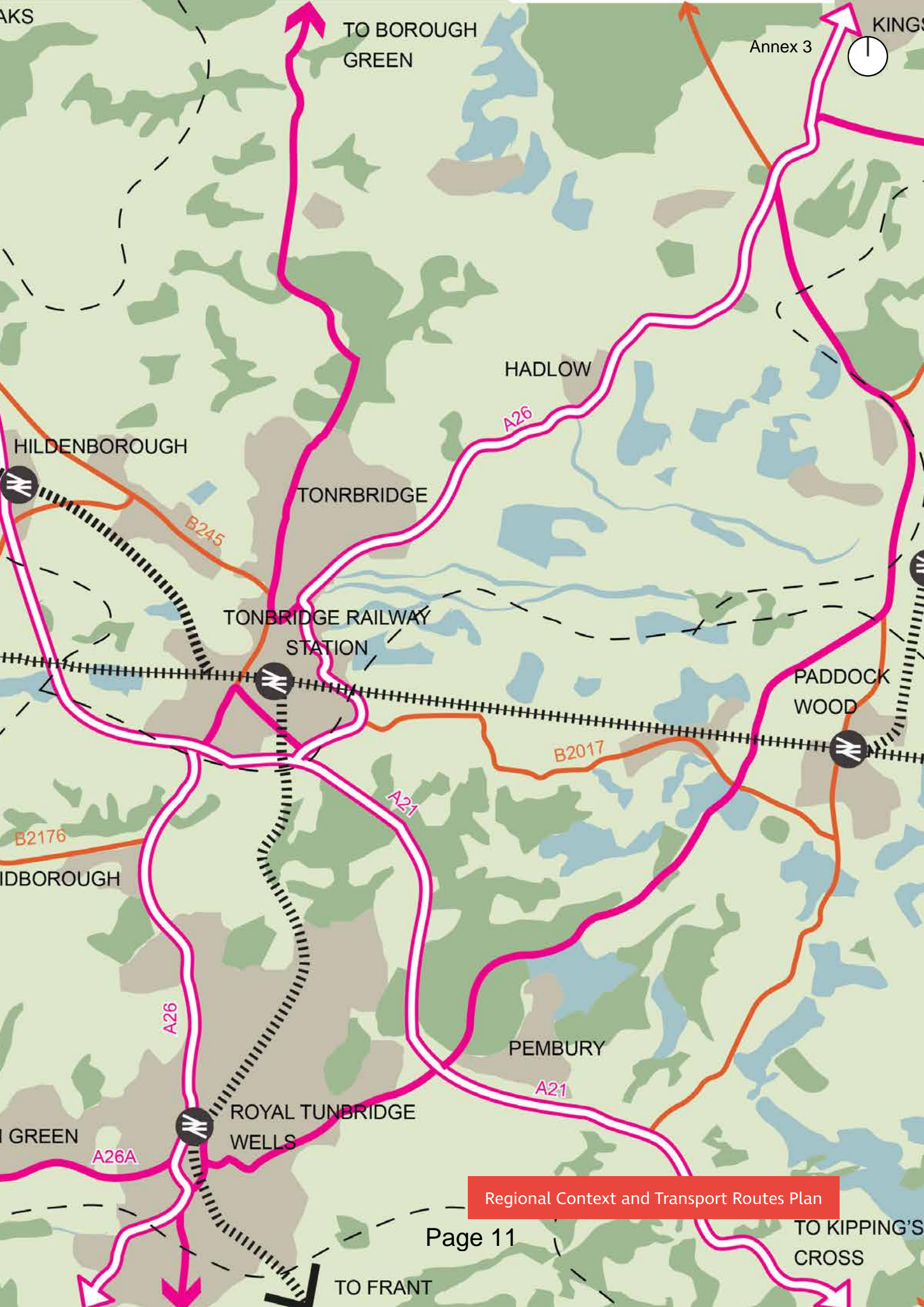
Tonbridge is very well connected regionally and locally.

The town is served by the A21 between London and Hastings, and the A26 between Maidstone and Brighton.

The railway line is a great opportunity with both north south and east west connection at Tonbridge. It is an important railway junction with lines to London, Ashford, Hastings and Redhill.

Tonbridge overall offers a high network and accessibility character which is a key aspect for the town.





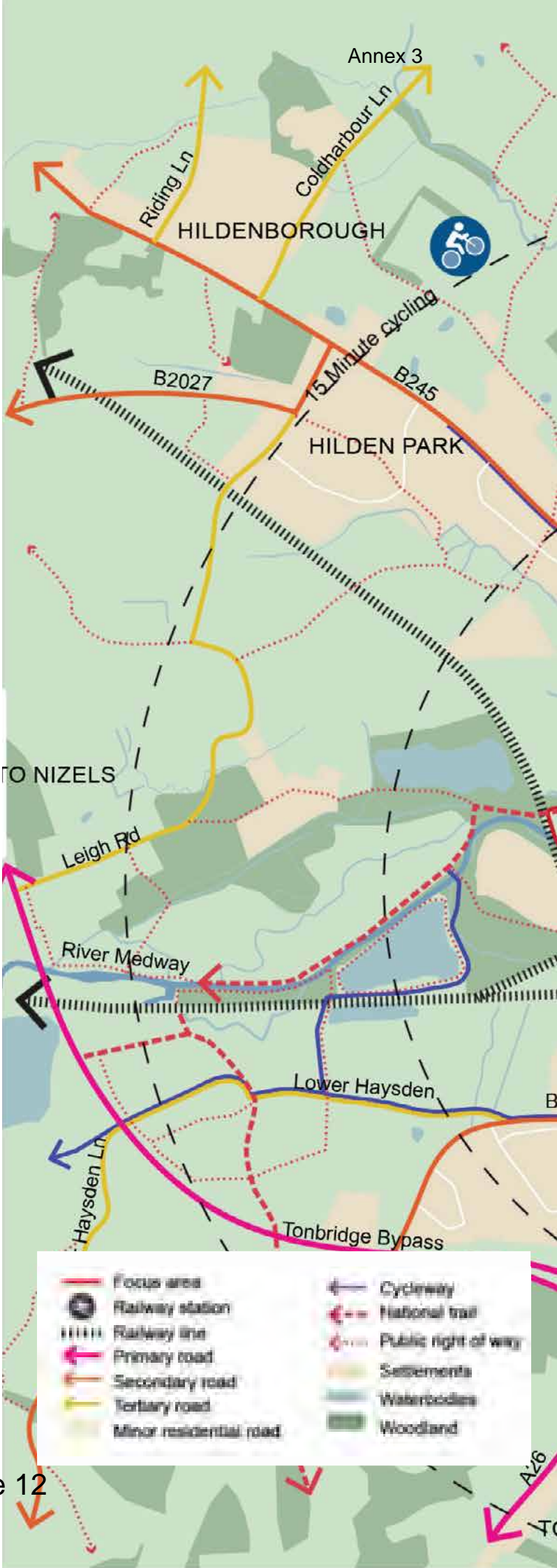
Strategic Movement

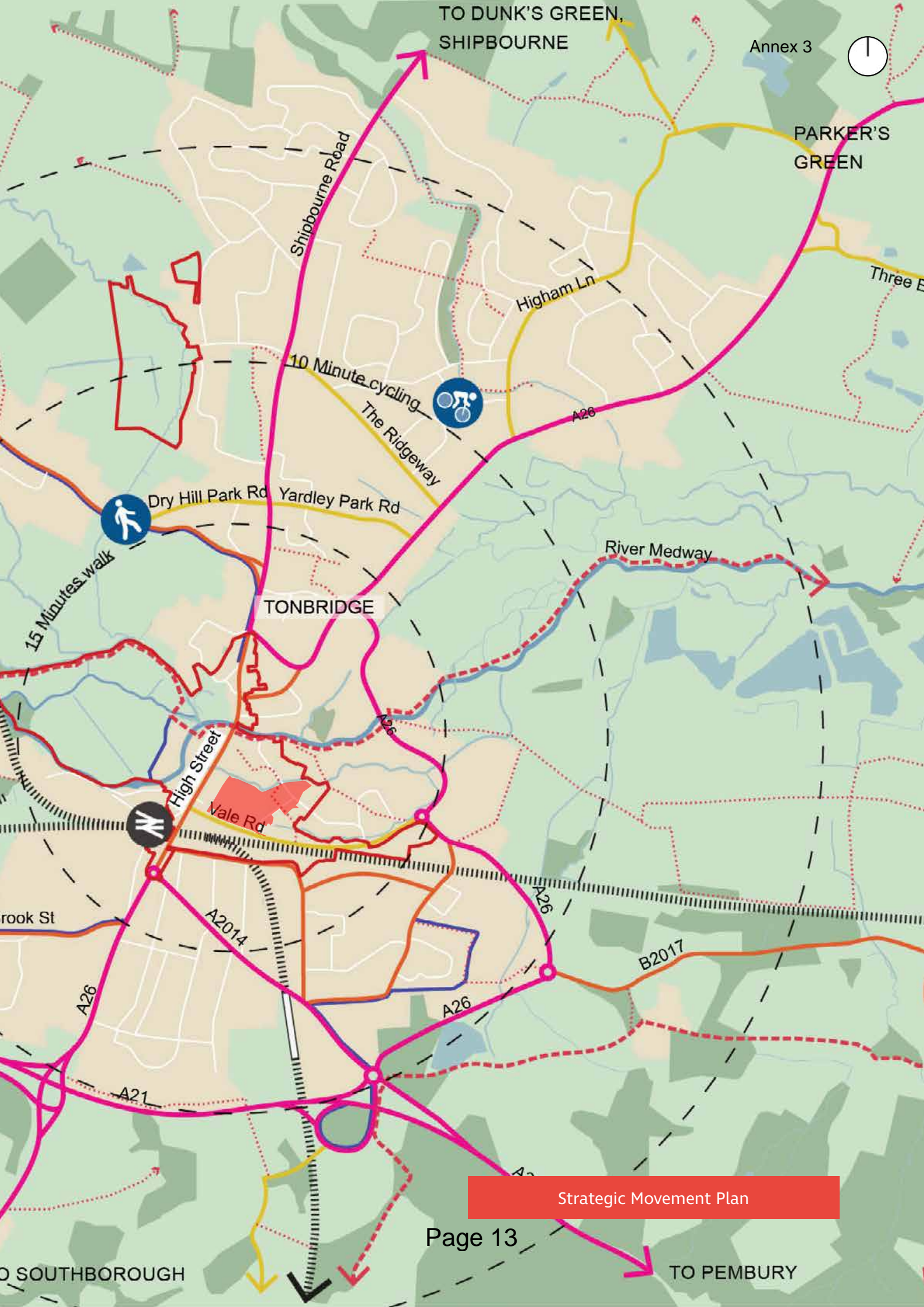
Rail Connectivity

Tonbridge benefits from being well-connected by rail. There is an existing rail station in the town centre with frequent, direct, high-speed connections to London, Hastings, Ramsgate and Dover.

Bus Connectivity

Multiple bus routes run through Tonbridge, connecting the town to nearby larger employment hubs such as Tunbridge Wells, Maidstone, Sevenoaks and Hildenborough, as well as to the rest of Tonbridge.





TO DUNK'S GREEN,
SHIPBOURNE

Annex 3

PARKER'S
GREEN

Three E

Shipbourne Road

Higham Ln

10 Minute cycling
The Ridgeway

Dry Hill Park Rd Yardley Park Rd

TONBRIDGE

River Medway

High Street

Vale Rd

brook St

A2014

A26

B2017

A21

Strategic Movement Plan

Page 13

TO SOUTHBOROUGH

TO PEMBURY

Heritage and Landscape Assets

The character of the Site is strongly influenced by surrounding heritage and landscape assets. The brand of Tonbridge is also tied to its heritage features and leisure assets associated with the natural landscape.

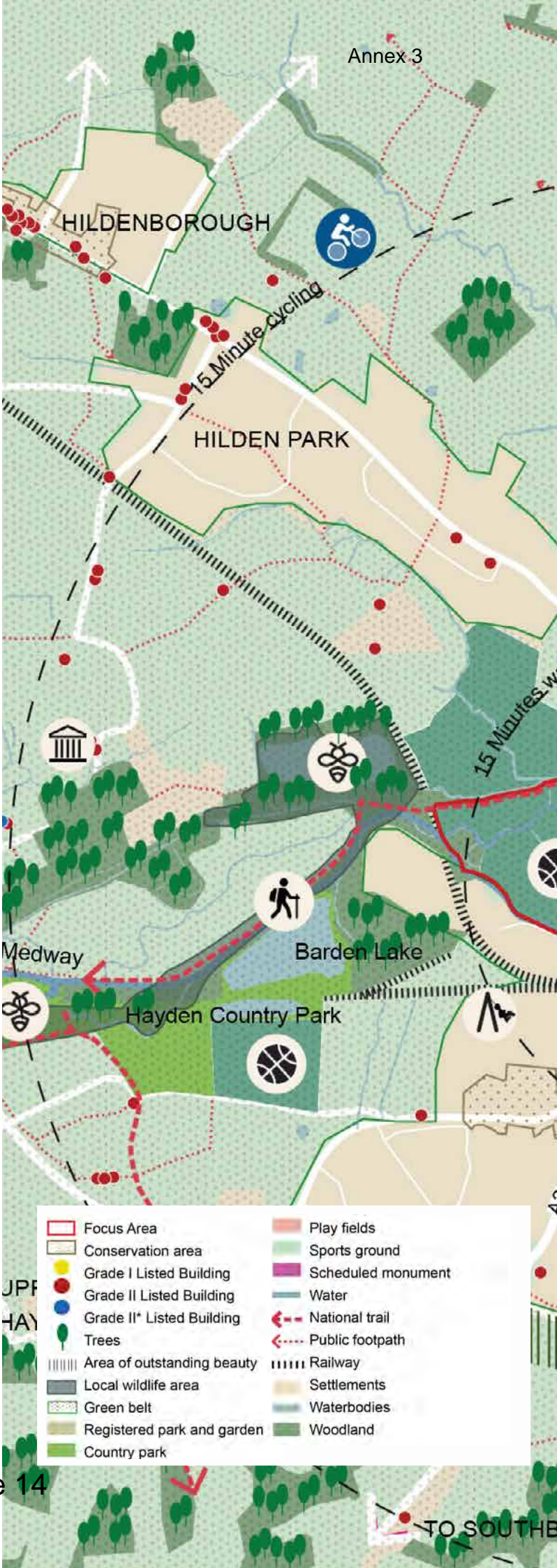
The hiking route, playing fields and local wildlife sites are within a 15 minute walking radius from the Tonbridge High Street.

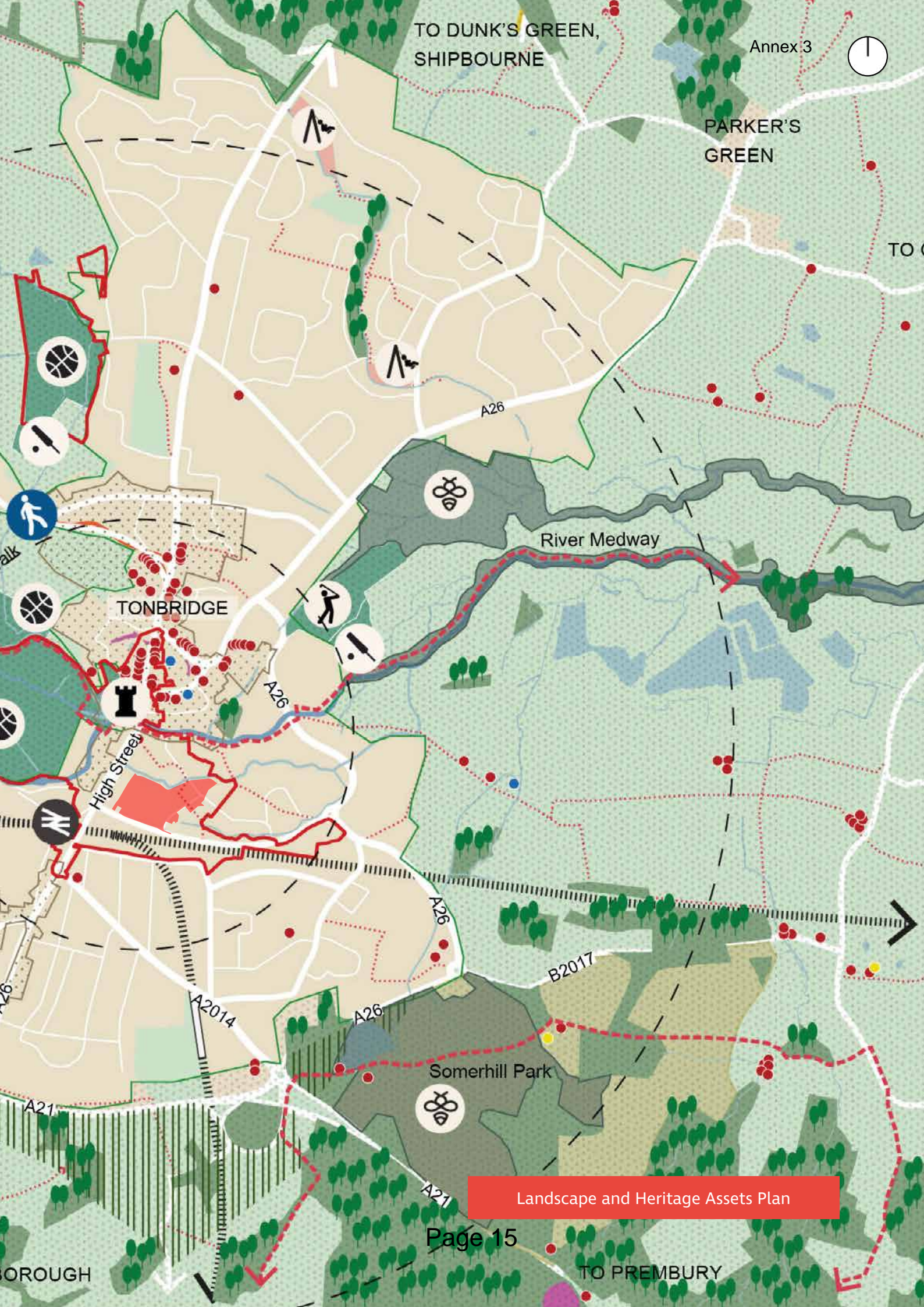
The High Street which passes through Tonbridge can be a major opportunity to discover connections between the town and the landscape assets.

Tonbridge is rich in historic character, with two conservation areas located within the town centre. The conservation area to the north of the High Street includes many listed buildings clustered around Tonbridge Castle.

In the context of the whole settlement, Tonbridge Castle is perceived to be the centre of the town.

There is an opportunity to better connect with the surrounding landscape, community and leisure assets.





TO DUNK'S GREEN,
SHIPBOURNE

Annex 3

PARKER'S
GREEN

TO C

A26

River Medway

TONBRIDGE

A26

High Street

A26

B2017

A2014

A26

A21

A21

Somerhill Park

Landscape and Heritage Assets Plan

Page 15

BOROUGH

TO PREMBURY

Wider Landscape Settings

Landscape Character

Tonbridge is located within the Lower Weald Landscape Character Area, creating an elongated horseshoe around the High Weald formation and is dominated by the Lower Cretaceous Weald Clay.

The area is characterized low-lying clayey flood plan soils with naturally high ground water making it susceptible to flooding.

The Lower Weald was a major producer of fruit and there is an opportunity to create community orchards within new developments to revive a sense of landscape history.

Wider Flooding Implications

Impact on water quality from new developments is important as it could affect surrounding areas downstream. Water run-off should be filtered and slowed down to reduce impact. The high water table requires careful consideration of suitable shallow nature based SuDS solutions, with surface water catchment close to its source.

Sense of Place

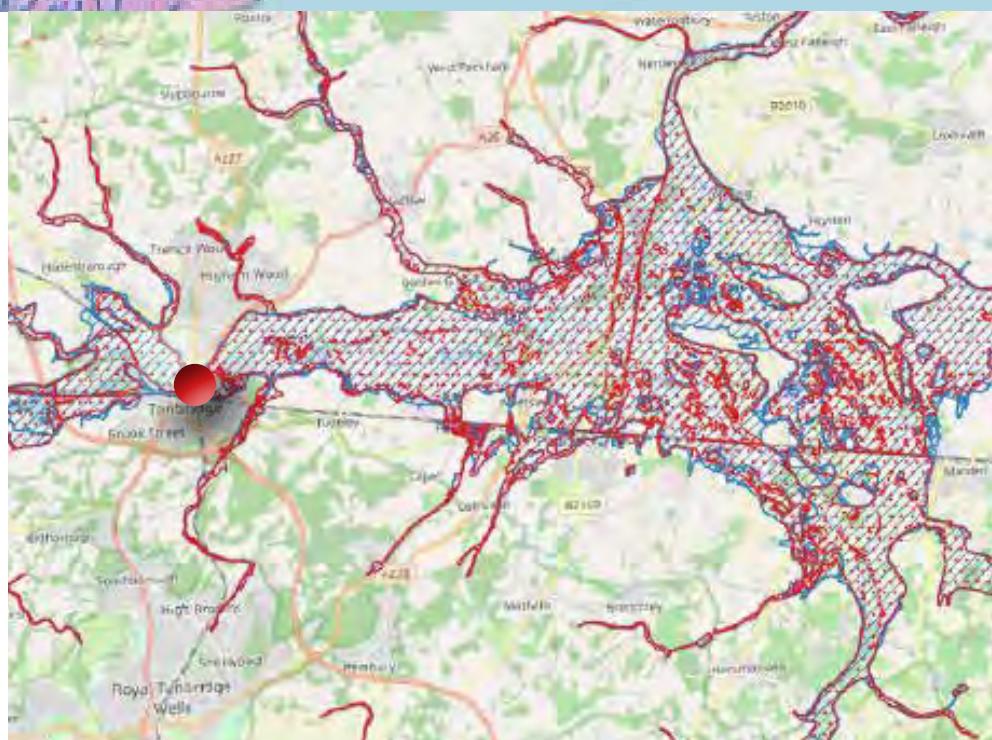
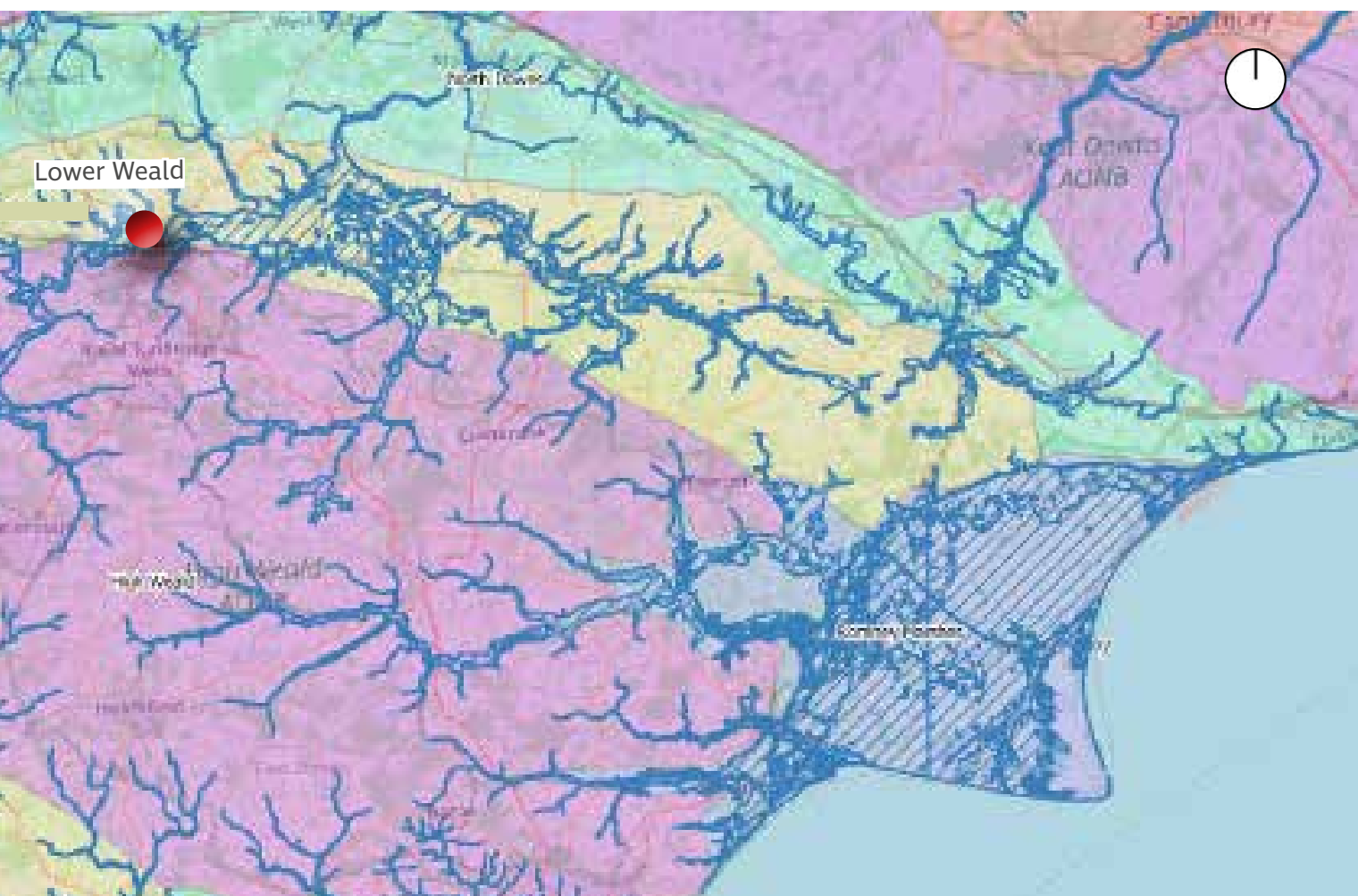
There is an opportunity to connect any new developments with the wider landscape character. The existing wildlife corridors could be enhanced and re-linked by creating high quality green infrastructure, incorporating wet meadows, shallow SuDS rain gardens, and woodlands around water courses.

Design Principles

- Sense of Place within the development by echoing the wider landscape characteristics
- Consider nature based SuDS corridors early on in the design process to enhance local biodiversity and protect landscape, wildlife and water quality downstream



Courtesy of Soilsapes - Low fertility soil with high water





UNDERSTANDING THE HIGH STREET EAST SITE

The History of Tonbridge

Overview of Town History

Once known as Tunbridge, before the post office changed the name to Tonbridge in to avoid confusion with Tunbridge Wells, the town has a varied history dating back to prehistoric times, with evidence of activity found on the old floodplains of the River Medway, before becoming a busy medieval town by 1100. Tonbridge Castle was constructed in the 13th Century, suggesting the significance of the town for many hundreds of years.

Sport & Leisure History

Tonbridge has a strong sporting history, being home to a number of nationally significant sports grounds such as the Angel Cricket Club and Tonbridge Angels Football Club.

The History of The Angel

The Angel Hotel

On the site of what is now the Poundstretcher once stood The Angel Hotel, a celebrated inn that was dismantled and redeveloped in the 1970s, the name of which still remembered by the Tonbridge Angels Football Club today.



The Angel Hotel was once situated at the roundabout at the south end of the High Street

Angel Ground Cricket Club

In 1897, the area now referred to as 'High Street East' became the base for the "Tonbridge Nursery", a player development centre established by Kent to train young professional cricketers. In the 1890s, this became the most important town cricket club in Kent. As games dwindled over the World Wars, the pitch was used as an army vehicle park, after which the site needed much redevelopment.

The Angels Football Club opened on the site in 1947 after purchase by the town council. Attendance was up to 8000 for popular matches.

Both the Cricket Club and Football Club have since relocated to north Tonbridge.

The Angel Centre

The site was demolished and redeveloped by Tonbridge and Malling District Council in 1982, and opened as the new home of Sainsburys, Bentall and the Angel Centre.



The Angel Cricket Ground, which once sat on the site of the current Angel Centre, was one of the most important cricket sites in Kent during the 1800s



Historic map showing Tonbridge in the early 20th Century

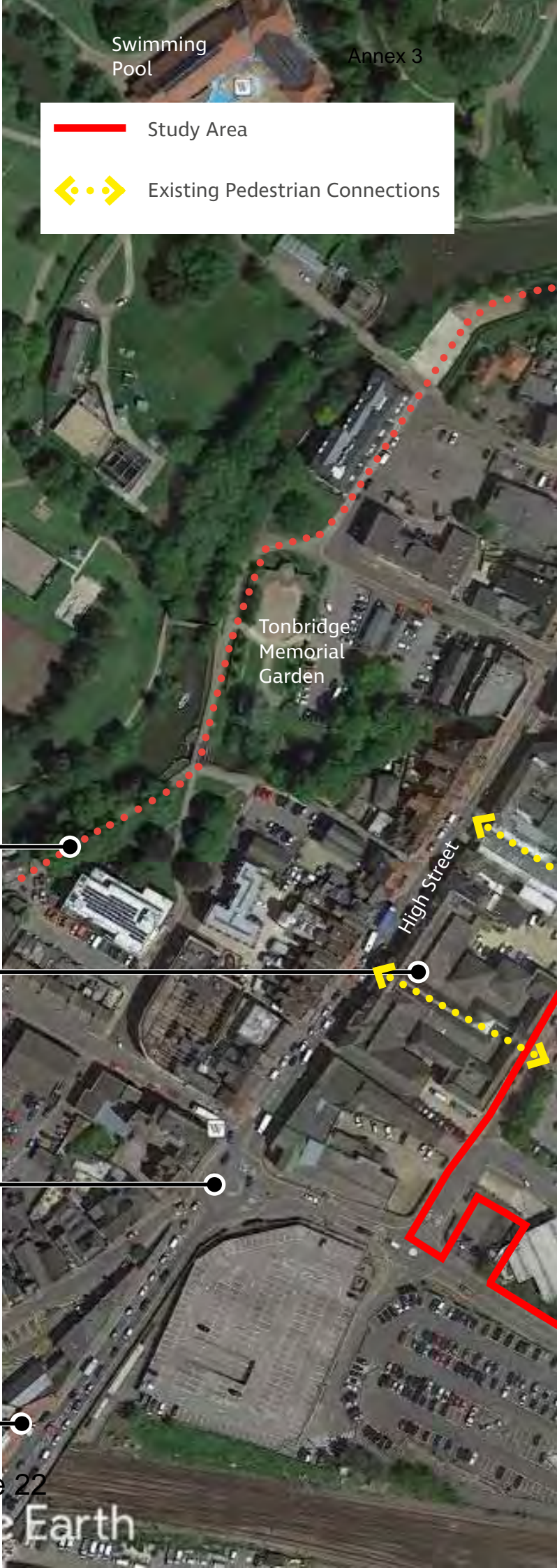
Town Centre Context Appraisal

The High Street East Study Area

The following pages look at the High Street East area of Tonbridge in more detail, performing an urban design analysis to inform and develop any potential future plans for local regeneration.

The red line on the page adjacent highlights the study area known as 'High Street East' in this document. This covers an area of TMBC land of approximately 6.56ha.

- River Walk
- The Pavilion Arcade
- High Street South Arrival Space
- Tonbridge Train Station



Tonbridge Castle

Annex 3



High Street

River Medway

Tonbridge Town Lock

Waitrose

Severn Way

Angel Centre

Angel Car Park West

Sainsburys

Angel Car Park East

Avenue Du Puy

Vale Road

Aerial image showing detailed site study area

Town-wide Heritage and Landscape Assets

Conservation Area

Much of Tonbridge is covered by the Tonbridge Conservation area, which includes the area to the west of the High Street, the Town Centre and the River Medway up to the Town Lock. The historic character of the conservation area is hard to perceive from the site area due to enclosure and screening from the buildings of the eastern High Street and the mature trees along the banks of the River Medway.

The High Street & Listed Buildings

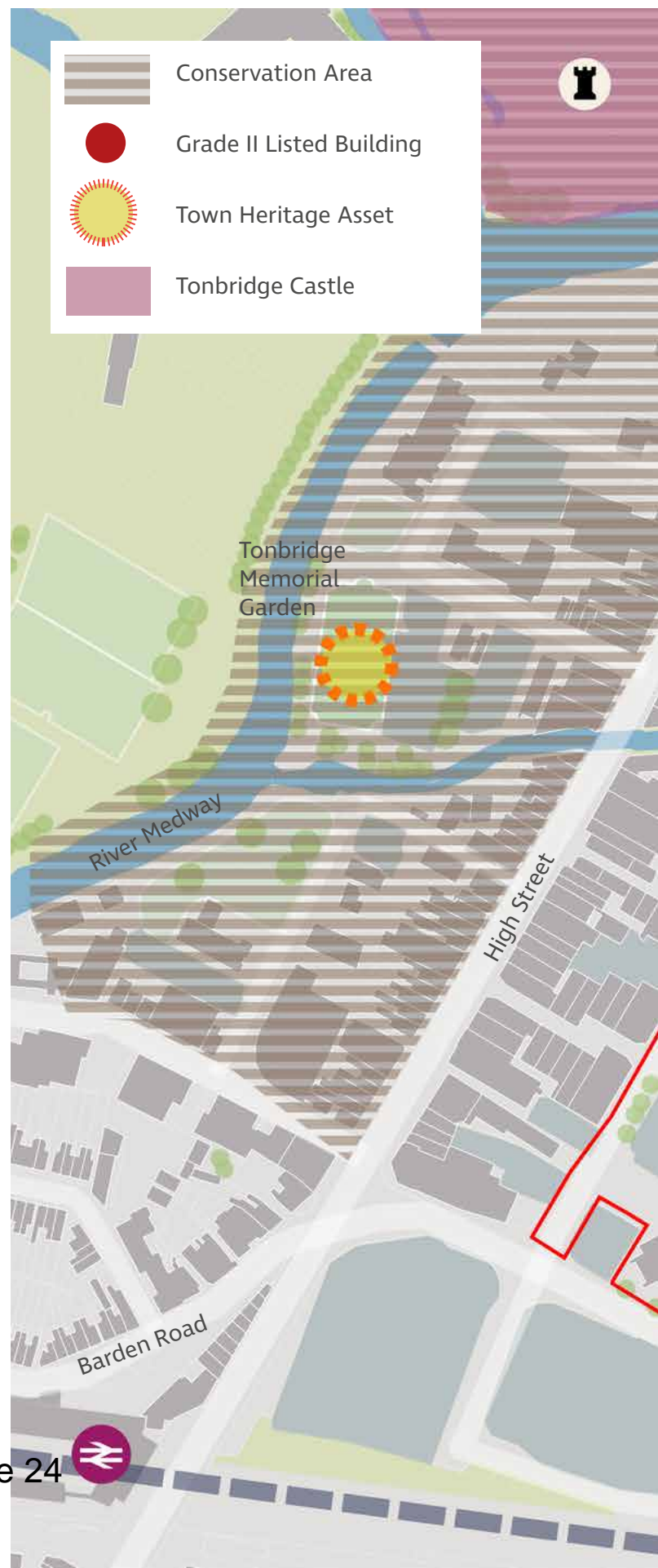
The High Street has a historical character, with many buildings dating back to the 18th Century. The High Street loses its traditional character as it runs south, with more modern buildings dominating the streetscape. Within the immediate area, there is a Grade II Listed Building at 73 High Street with a 19th Century shop front.

Tonbridge Castle and Historical Assets

Tonbridge Castle is the most significant heritage asset in the area, acting as a local focal point and informal town square. Tonbridge Town Lock is also a key local asset, as is the Memorial Garden, both of which are somewhat hidden away from the main town centre and High Street East area due to a lack of legible routes.

Design Principles

- Utilise historic features within designs where possible with an appreciation of local vernacular
- Open up views and corridors towards the High Street and Conservation Area to add character and legibility
- Improve routes and waymarking to 'hidden' town assets, especially along the River Medway





Built Form

High Street East

The red line area in High Street East suffers from a cluster of negative and broken frontages, contributing to an overall poor urban character in the area that creates a space that feels unwelcoming and unattractive. The main entrance to the Angel Centre is hidden away from the primary areas of activity and can be hard to spot.

The Sainsburys fronts both east and west, without an obvious main entrance space, and doesn't relate to the shop frontages facing it along Angel Lane, creating a space that isn't associated with the town Centre, despite its close proximity and easy access.

Key Buildings and Frontages

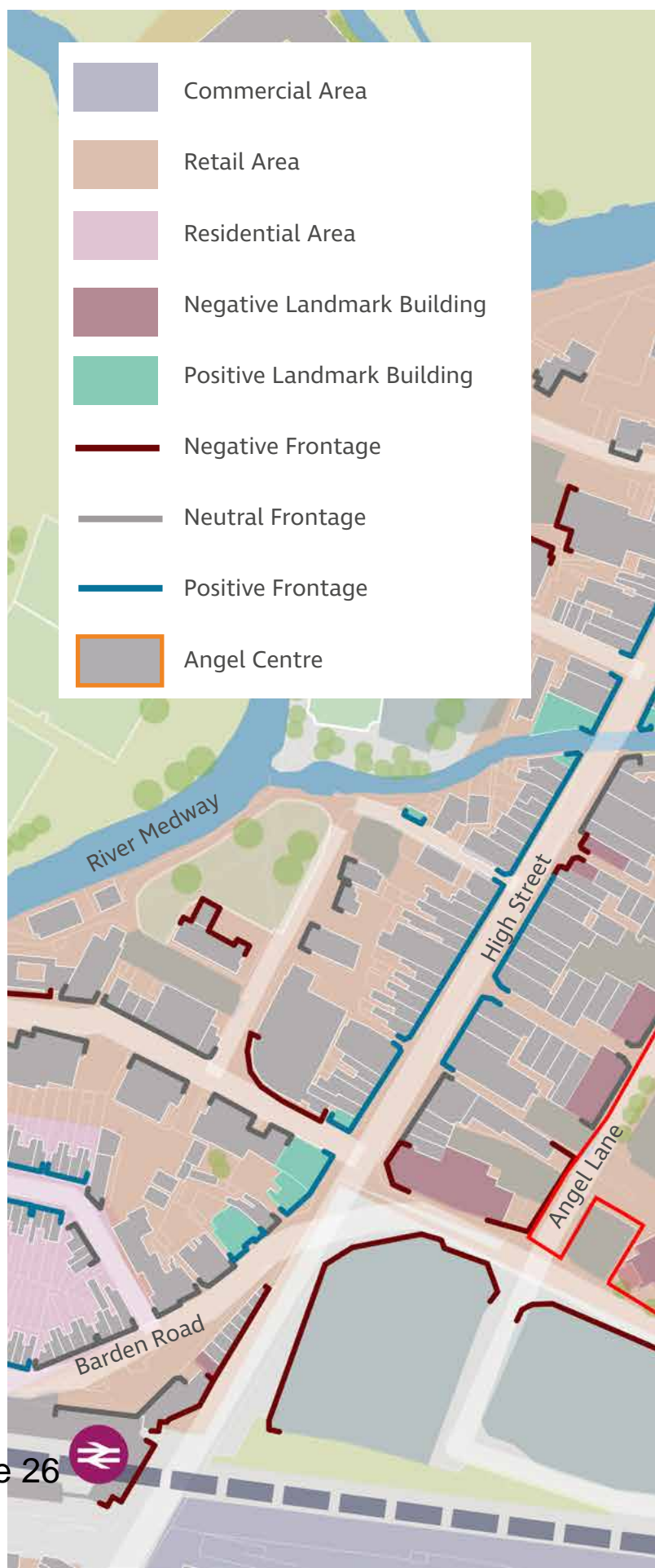
There are a number of attractive key landmark buildings in the town centre area which give character and aid waymarking, although they tend to be concentrated along the High Street and River Medway.

The Sainsburys is a landmark building for the east, with a large presence and status within the town. However, its dated facade and scale gives off a negative impression. The lack of other landmark buildings in the area draws further attention to the Sainsburys, with the rest of the area dominated by large footprint car parks with additional commercial and industrial uses.

No frontages from the south are overlooking the River Medway channel, creating a potentially unsafe pathway/space.

Design Principles

- Create a positive, active arrival experience to visitors from the east along Avenue Du Puy
- Improve frontages in the High Street East area, creating a cohesive activity space that relates to the Angel Lane businesses and overlooks the river
- Diversify land use in the study area





Movement and Wayfinding

Key Routes and Barriers

Tonbridge is a highly walkable, sustainable settlement in general with good connectivity between facilities.

Many of these walking routes are underused, however, as they are not well marked or well maintained. This is particularly the case for east-west routes connecting the town's landscape and heritage assets away from the main retail centre.

A number of barriers limit movement, especially in the vicinity of High Street East. The river channels concentrate north-south movement to the river crossings, particularly on the High Street. Many of the east-west routes are broken and disjointed, with the riverside walks interrupted by private land ownership. There is no primary route from High Street East travelling west, with the current pathways informal down alleys.

The design of the Sainsburys car park also discourages movement through the space for pedestrians travelling east or west, or north from Vale Road.

Bus and Rail Connectivity

Tonbridge benefits from excellent public transport connectivity.

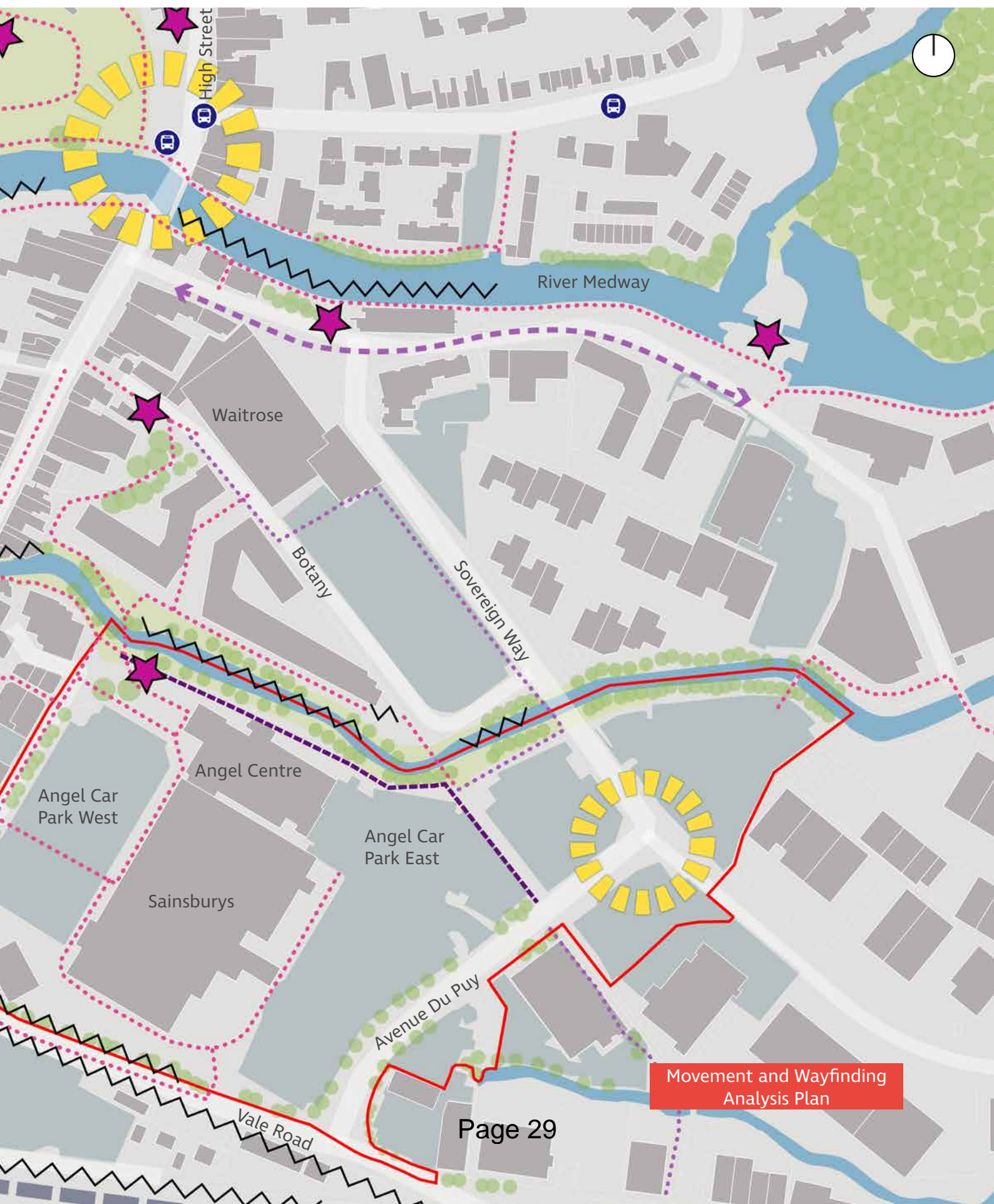
Gateways and Wayfinding

Wayfinding has been identified as a priority for the town, with a wayfinding strategy underway involving a public art trail at key nodes in the town.

Design Principles

- Improve active travel routes in the town, especially east-west
- Contribute to a wayfinding strategy to enhance legibility in Tonbridge
- Propose an enhanced gateway in the east





Car Parking

Parking Appraisal

The area of High Street East is very car dominated, with vast car parks taking up the majority of the land area in Eastern Tonbridge.

The car parks are well used, however each business offers its own parking and there is a lack of a joined up approach.

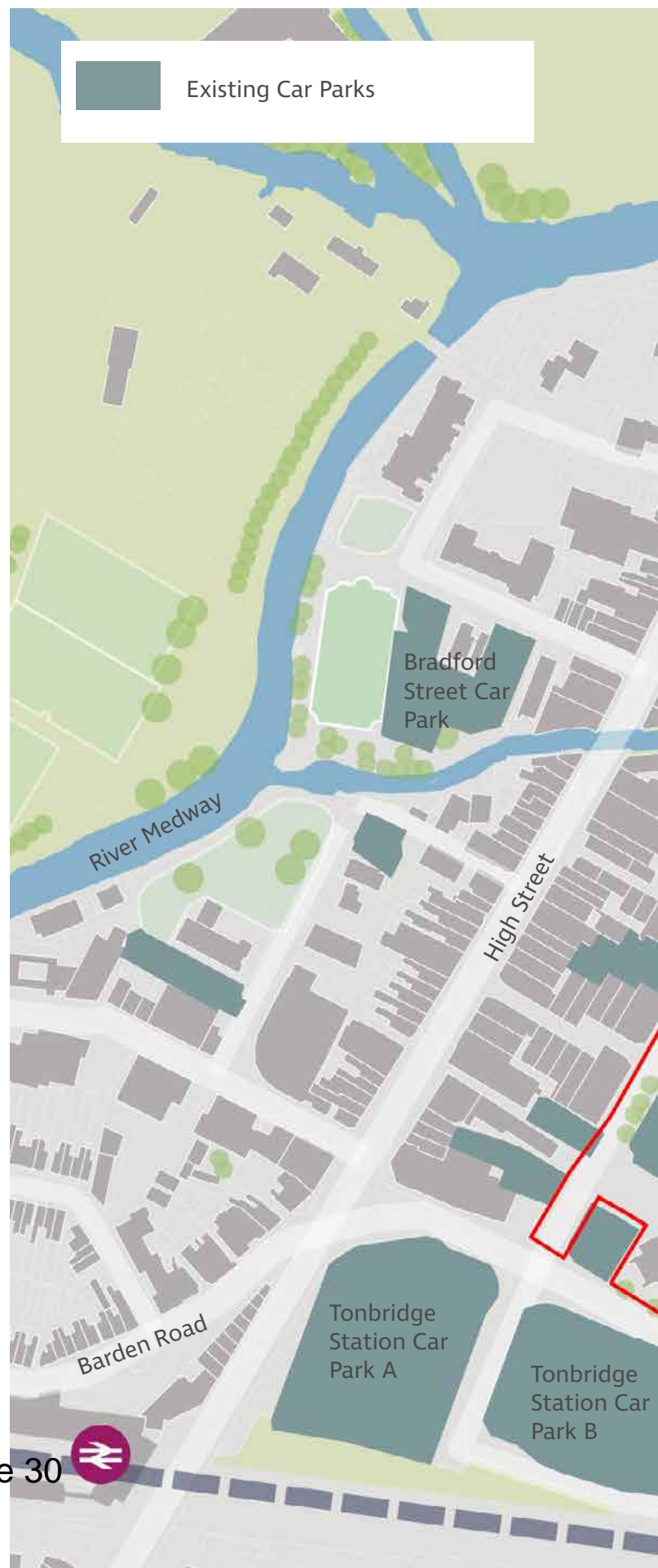
Parking offering could be combined and stacked (for example multi-storey) to allow for other additional land uses in the area.

The Tonbridge 2022 Parking Study states:

- The area of High Street East is very car dominated, with vast car parks taking up the majority of the land area in Eastern Tonbridge.
- Car parks within the red line total around 900 spaces
- On an average day they are utilised at about 33%
- At maximum stress levels, total utilisation is about 60%
- So at maximum stress there is a remainder of 380 spaces within the red line
- Parking offering could be combined and stacked (for example multi-storey) to allow for other additional land uses in the area

Design Principles

- Condense the car parking offering into a smaller floor area to allow for additional land uses
- Ensure new residential developments offer appropriate parking solutions





Connecting Wildlife and People

The development flanks the River Medway tributary, integrating part of a circular river walk. This route connects to the northeast with the Priority Habitat deciduous woodland as well as the Old Gasworks development. Enhancing this corridor with improvements in habitat for wildlife as well as accessibility for people will foster biodiversity, exercise, and well-being.

Further route improvements across the three bridges along the northern boundary of the site would further improve connectivity with the High Street and other surrounding areas

Play Space

A large formal play area is located under 400m away. Improving this link in terms of safety when crossing the high street would create an important playground access route for children and parents.

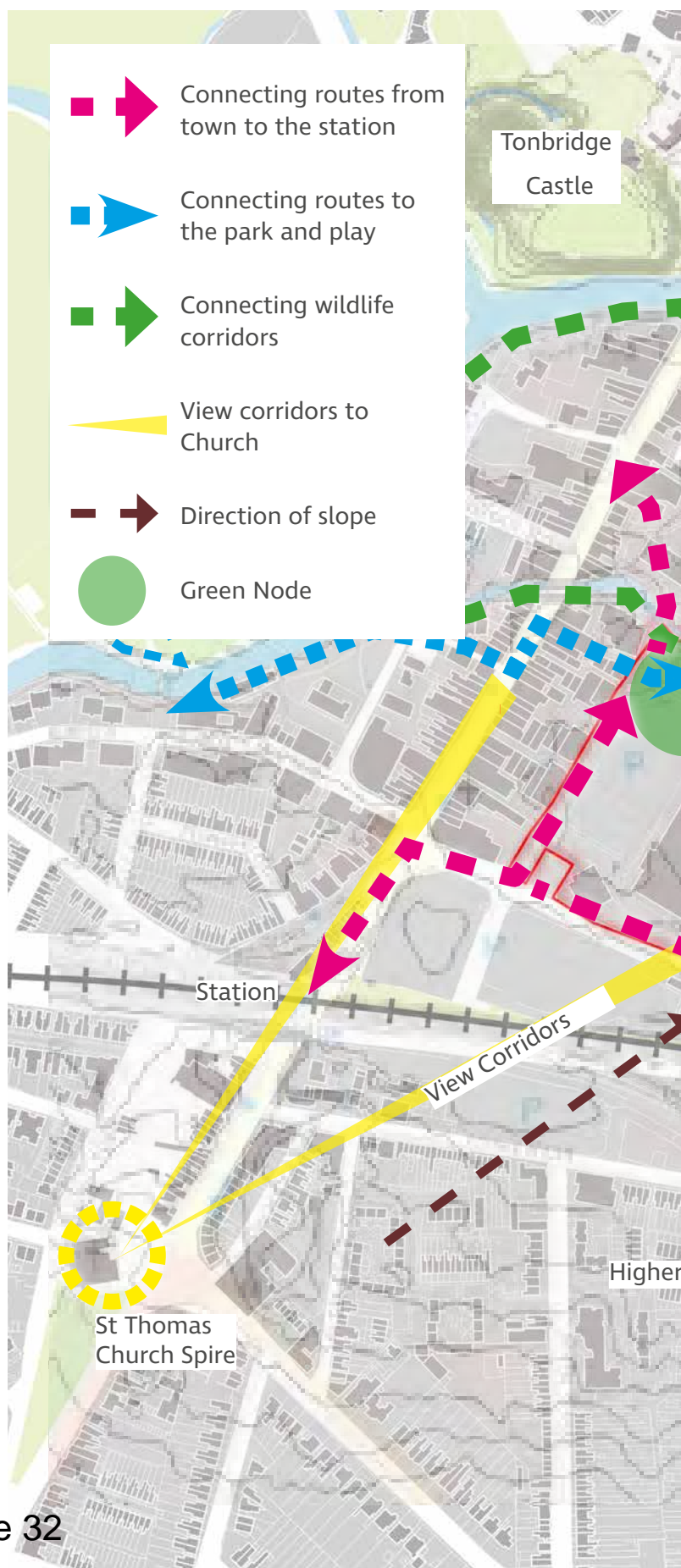
Sense of Historic Place

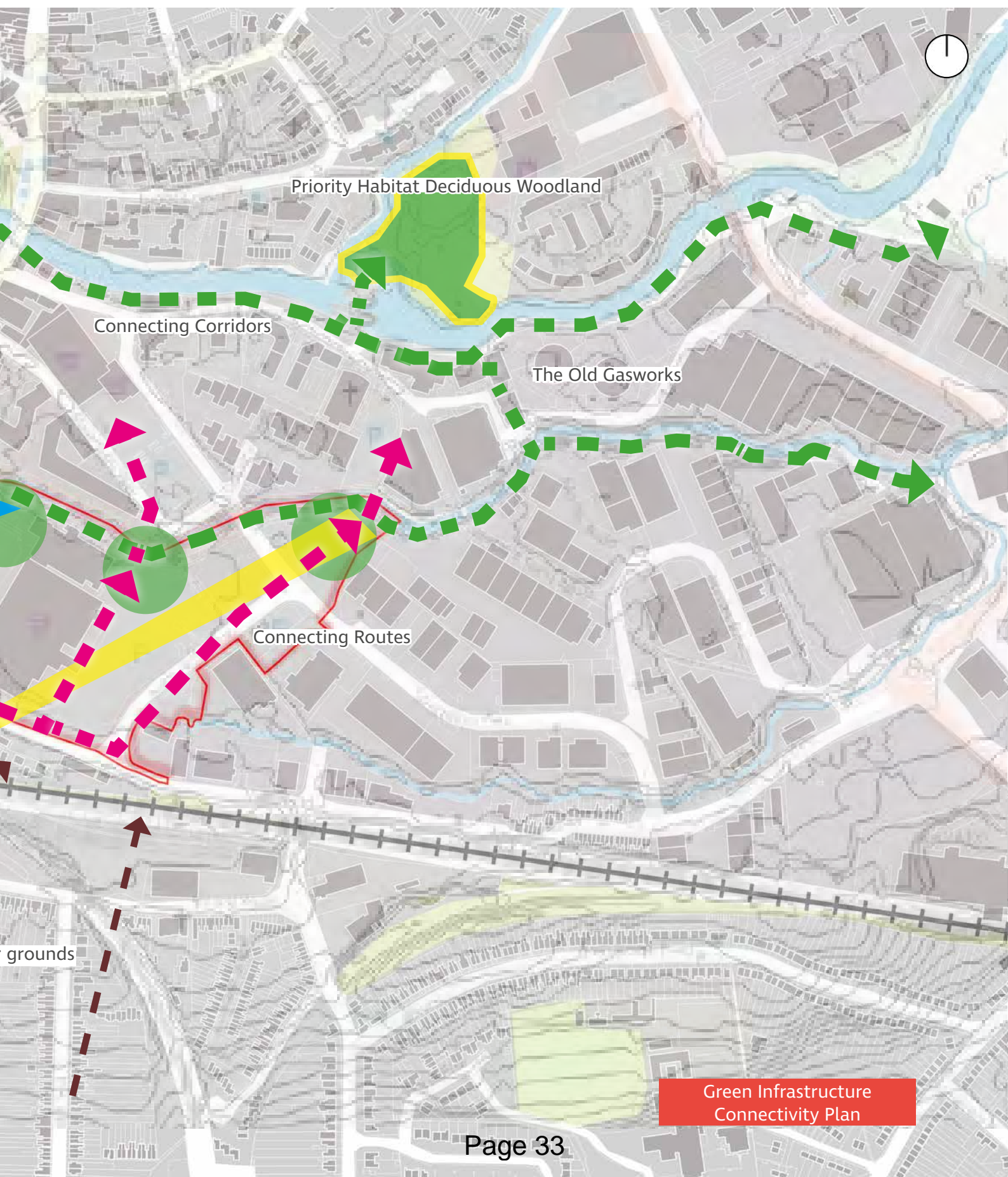
Taking advantage of the higher topography surrounding the development site, a sense of a historic place could be reinforced by providing view corridors with St Thomas Church's spire, an important landmark at the end of the High Street. To further enhance a sense of place, other view corridors surrounding the site could be explored.

Three key public realm areas emerge from the assessment.

Design Principles

- Connecting routes for wildlife and people, fostering biodiversity, exercise and well-being
- Connect existing formal play areas
- Reinforce an historic sense of place





Public Realm

Key Public Realm Areas

The assessment of connecting corridors around and within the site identified three key public realms. To encourage movement across the site, the three areas would be connected with green routes. Internal green routes will be explored at later stages of design.

Configuration of Built Form

The low UK angle of the sun in winter translates into long shadows being cast from tall buildings. This can impact the quality and biodiversity of the space.

The built form will therefore require strategic positioning to achieve the optimum balance across the masterplan.

SuDS and Resurfacing the River

Sustainable urban drainage nature-based solutions addressing flooding from surface water should be designed as early as possible to ensure water quality and flooding do not impact any features downstream. The high-water table will require shallow SuDS ground solutions incorporating wide rain gardens that can attenuate and filter rainwater. There is a potential to restore the existing culverted River Medway tributary, which will create the opportunity for a mini alluvial-themed linear garden, significantly contributing to the site's biodiversity and quality of the public realm.

Design Principles

- Three key public realm areas
- Built form and public realms proportions
- Nature based solutions suitable to the location and the potential restoration of the culverted river.
- Connecting the site with the wider setting





Townscape Analysis

Opportunities

- Historic buildings and landscape give the town a unique character
- Town is well-connected by bus and rail to surrounding towns and larger employment hubs
- Attractive and spacious local green spaces and a diverse sports and leisure offering
- A sustainable settlement with a wide range of services within walking distance

Constraints

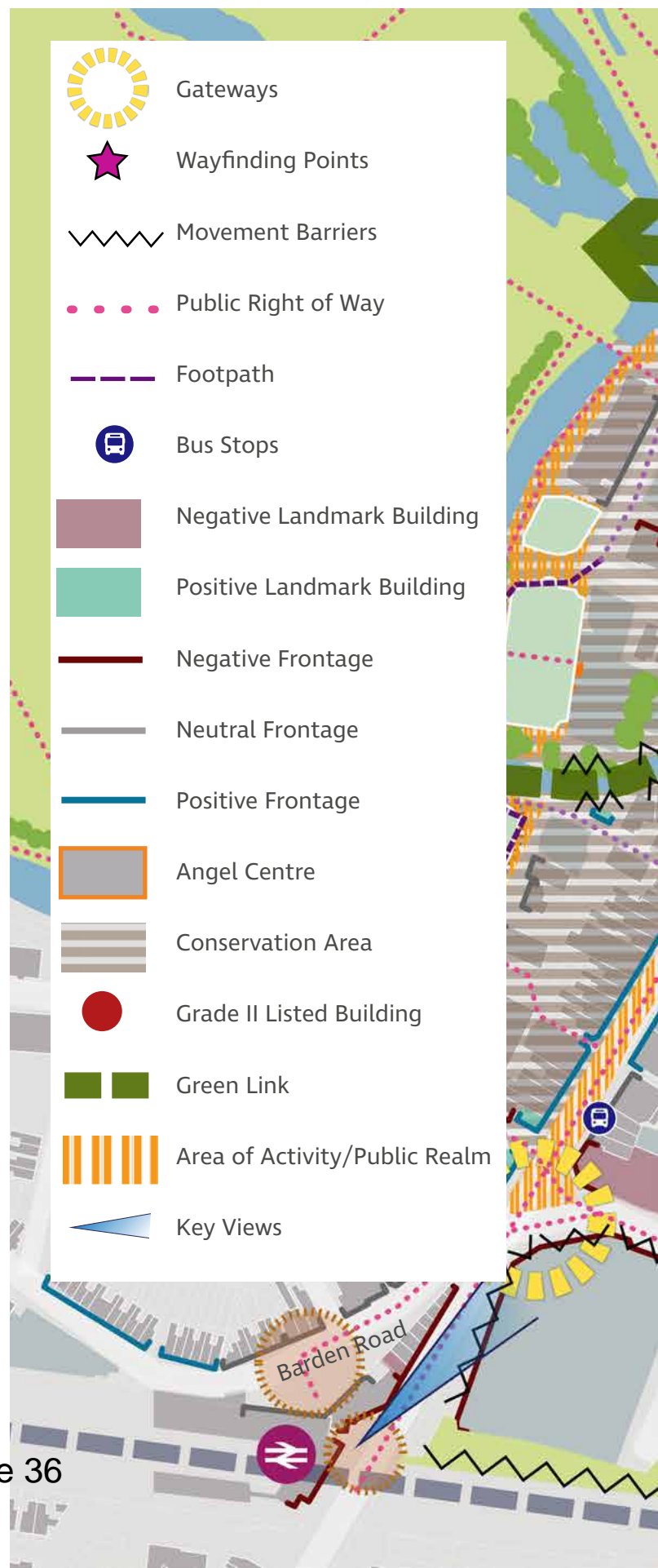
- Space dominated by large, unattractive buildings and expansive car parks
- Urban form
- Lack of positive gateway from the east and to a lesser extent, the south
- Route to town centre and local assets indiscernible from the rail station
- Waymarking (except the High Street route) is poor, leaving many assets of Tonbridge hidden away
- A greater mix of land uses and facilities are required

Summary

Tonbridge as a whole offers sustainable, walkable living with many great landscape and heritage assets, services and facilities on offer.

These benefits are disconnected from the east of the town, which is dominated by underutilised car parks and large commercial warehouses.

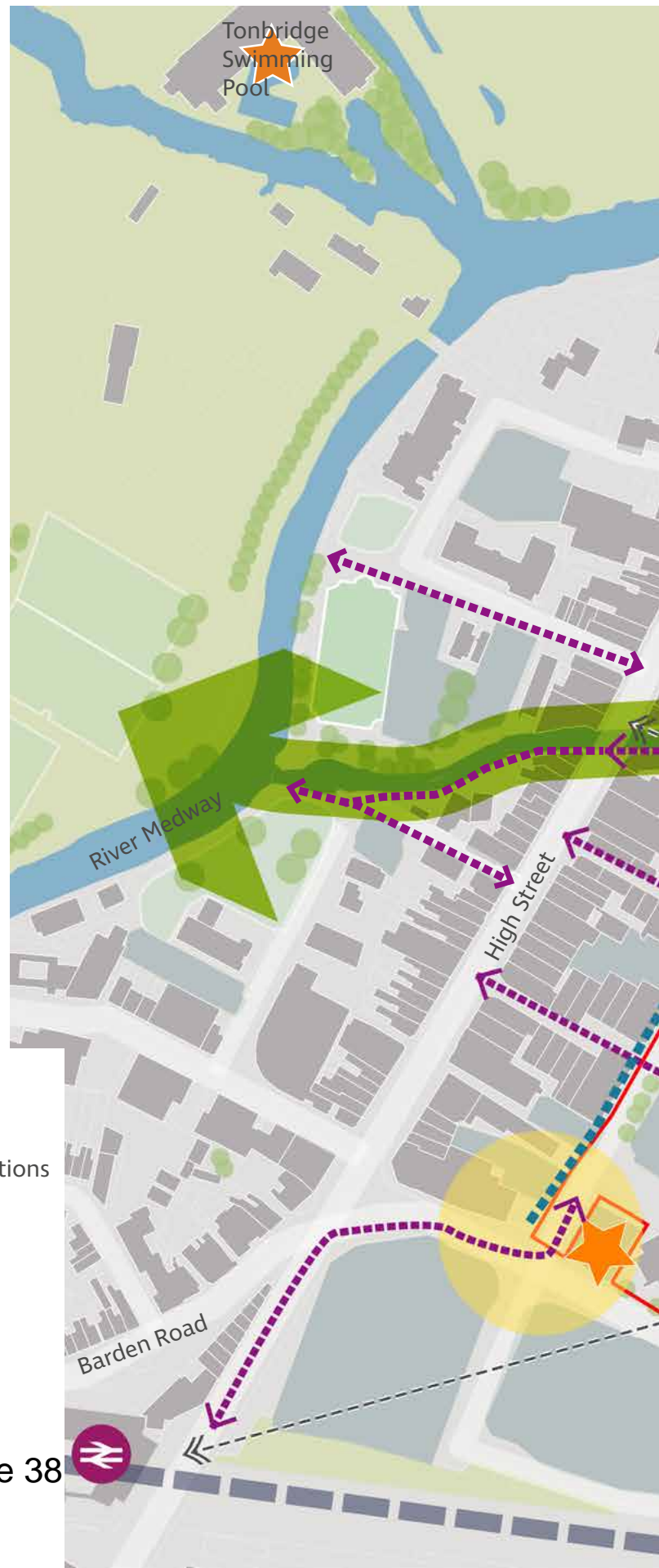
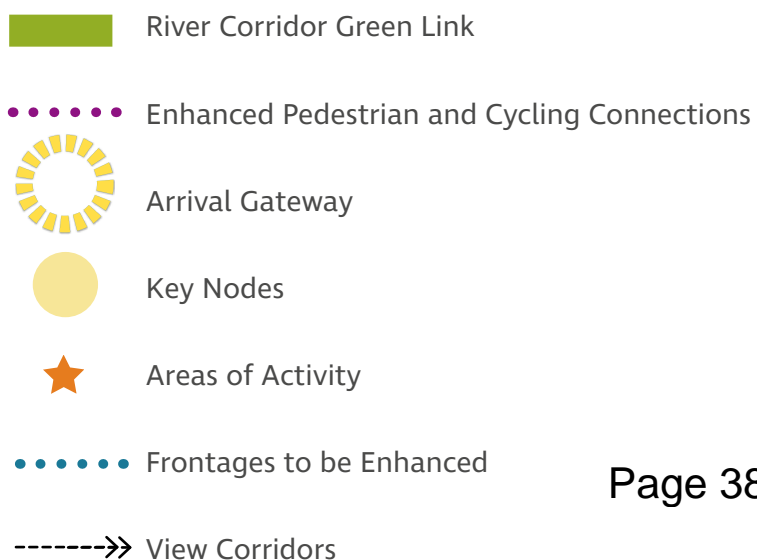
Gateways, connectivity, and waymarking needs to be improved in High Street East to integrate it to the rest of the town and capitalise on the town's assets.





Strategic Opportunities

1. The River Medway Channel is underutilised as both a landscape and social asset. It could be enhanced and managed as a linear park to create connective green corridors and act as a traffic-free east-west route joining together a number of the town assets.
2. Connections between High Street East and the High Street could be improved to help with permeability and wayfinding to and from the High Street.
3. A new arrival gateway from the east would help contribute to a sense of place for High Street East and aid with wayfinding, characterised by strong view corridors and a positive urban form.
4. Car parking could be condensed so that the same number of spaces are provided in a smaller land footprint in order to free up land for new uses.
5. Frontages could be strengthened and enhanced in the Angel Car Park area to create an active, safe space that encourages community engagement.
6. Secondary arrival points to the Angel from the south (via the train station) and north (over the footbridge) should be promoted.
7. The Swimming Pool site has been identified as a strategic town centre opportunity to consolidate community leisure services and facilities.





Tonbridge Swimming Pool Urban Analysis

The Swimming Pool site was identified as a potential strategic opportunity site in the previous plan. This has therefore been considered as an opportunity for consolidating services. The analysis of the site is:

- The Swimming Pool area, although cut off by a number of barriers - primarily the River Medway, is highly accessible from numerous directions.
- There are two bridge crossings from the south into Racecourse Park and on to the train station and southern High Street.
- Vehicular access is via a one-way loop from the High Street via The Slade
- To the east, an area of public realm connects the site to the Castle and northern High Street
- The Swimming Pool is serviced via a road directly in front of the pool, between the Model Railway Site. The building is constrained on all other sides.
- Mature trees spanning canopies in excess of 25m diameter
- Preservation of existing water courses
- The site is affected by fluvial and surface water flooding and any future proposals should mitigate this risk
- Water sports activities
- The Tonbridge Conservation Area, containing Tonbridge Castle nearby, borders the site in the north-east, screened by a number of trees.

The Council is also considering other locations across the town for future consolidated leisure facilities.

Design Principles

- Utilise the existing pedestrian connections within the site
- Consider the service yard and access to pool stores
- Ensure sensitive design that relates to Tonbridge Castle





Tonbridge Swimming Pool Landscape Analysis

Existing Landscape

Tonbridge Model Engineering Society park is a green space with mature trees spanning canopies in excess of 25m diameter. Due to its slightly higher topography the park is not subject to the same flooding from surface water as adjacent areas.

Leisure Centre and Well-being

Mature trees facing a leisure centre are an asset in terms of fostering well-being and providing a green outlook. There is scientific evidence showing that being around trees reduces blood pressure, making us feel calmer and less stressed. Research has shown that as little as 3-4 mins in a leafy environment has a positive effect. Studies have even shown that a tree-lined street can have a calming effect on people with ADHD (Treesforstreet.org).

The area could be used for outdoor gym equipment and fitness trails creating a link with the existing water sports activities performed nearby.

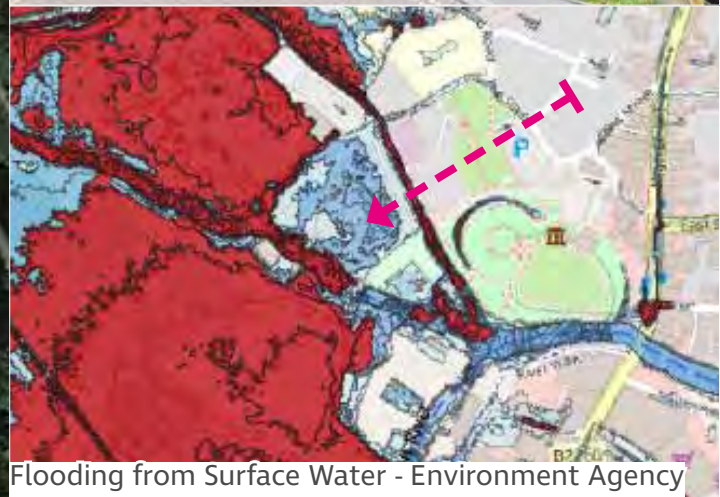
Wildlife and habitat

Mature and over-mature trees outside of woodland are a vital wildlife resource supporting many species of insect, birds, bats and other mammals. Tree species like oaks are a haven for a colossal 2,300 wildlife species, providing vital spaces to eat, shelter and breed (woodlandtrust.org).

Design Principles

- Opportunities in preserving existing mature trees
- Enhanced outdoor gym and activity trails.
- Connecting with the nearby river







TYPOLOGY AND DENSITY STUDIES

Analysing Density

This section looks to three different sources, the TMBC Housing Needs Survey (2022), recent local case studies in central Tonbridge, and a selection of modern best-practice case studies of developments across England, to analyse and assess appropriate density ranges for the designs of the Design iterations for High Street East, Tonbridge.

The aim of this analysis is to determine a guiding housing mix, range of typologies and overarching density that is appropriate for the unique town-centre context of the site.

For additional detail on these case studies and the accompanying analysis, please see the separate Density Study appendix.

Summary of TMBC Housing Needs Survey Analysis

The TMBC Housing Needs Survey (2022) detailed the perceived market housing mix, summarised in the pie chart on the page. The data shows that 3 & 4+ bed houses are the most in-demand for Tonbridge.

This market demand data has been tested to determine the real-life densities that this mix would provide. A 3D housing model using the proposed mix has been created and assessed, suggesting the market housing mix provided by the TMBC study would produce a real-world density of around 70dph.

This contradicts the proposed density stated in the character area assessment, and also does not correspond to the recent new developments in Tonbridge Town Centre, which almost exclusively offer 1, 2 and 3 bed flats.

Tonbridge Ideal Housing Mix

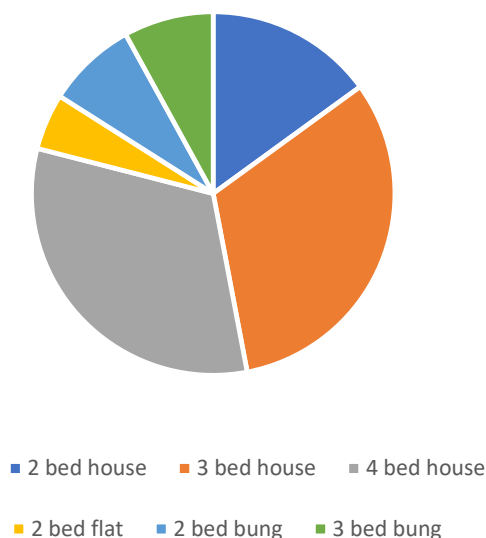


Chart shows the housing typology proportions determined by the Housing Needs Survey (2022) for Tonbridge

Table 5.4 Market housing mix by sub-area

Sub-area	1-bedroom house	2-bedroom house	3-bedroom house	4 or more - bedroom house	1-bedroom flat	2-bedroom flat	3 or more - bedroom flat	1-bedroom bungalow	2-bedroom bungalow	3 or more - bedroom bungalow
Malling & Kings Hill	0-2%	10-15%	25-30%	45-50%	0-2%	2-5%	0-2%	0-2%	5-10%	2-5%
Medway Gap	0-2%	15-20%	30-35%	15-20%	0-2%	2-5%	0-2%	2-5%	15-20%	10-15%
Rural East	2-5%	5-10%	30-35%	35-40%	0-2%	2-5%	0-2%	0-2%	2-5%	10-15%
Rural North	0-2%	10-15%	25-30%	30-35%	0-2%	2-5%	2-5%	0-2%	5-10%	10-15%
Rural West	0-2%	5-10%	25-30%	35-40%	0-2%	2-5%	0-2%	0-2%	5-10%	5-10%
Snodland	2-5%	10-15%	20-25%	35-40%	0-2%	0-2%	0-2%	2-5%	10-15%	10-15%
Tonbridge	0-2%	10-15%	30-35%	30-35%	0-2%	2-5%	0-2%	0-2%	5-10%	5-10%
Total	0-2%	10-15%	25-30%	30-35%	0-2%	2-5%	0-2%	0-2%	5-10%	5-10%

Source: 2022 household survey and market need analysis

Summary of Local Density Case Studies

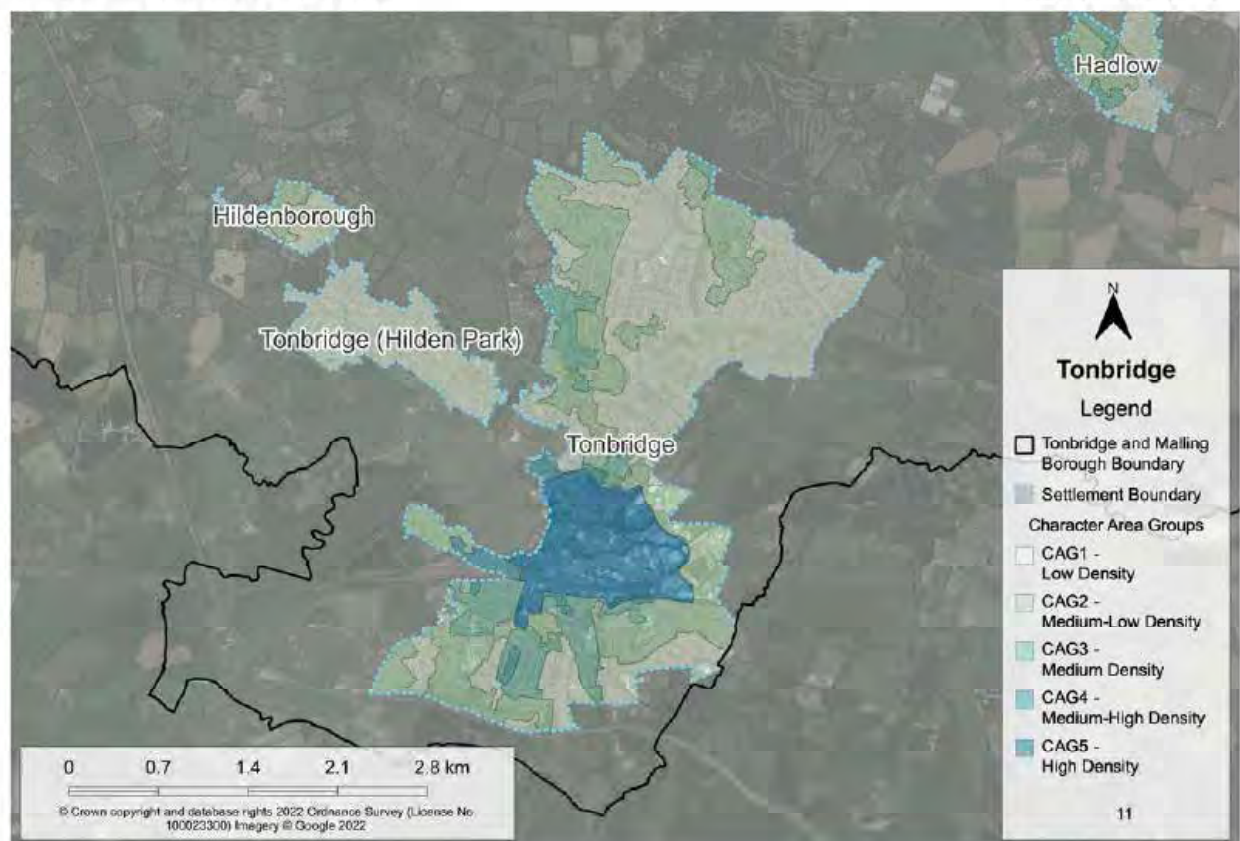
The TMBC study identifies various density zones for Tonbridge, with the High Street East site placed centrally in the High Density zone. This zone proposes a density of 81-123dph for developments in the area, suggesting predominantly flats (both purpose built and mixed-use).

This analysis looked at recent developments in the Tonbridge High Density zone, analysing their real-world densities and accompanying characteristics. It found that most recent developments were around 200dph, at 5-8 storeys, providing 1- and 2-bed flats with undercroft parking on the ground floor level.



Tonbridge and Malling | Urban Capacity Study | Appendix B

Urban Intelligence



Summary of National Best-Practice Density Case Studies

The best-practice national density case studies have shown a range of successful schemes from a mid-level option of 43dph to a high density scheme of 180dph.

The study has highlighted that at all densities, good placemaking, generous amenity space and an attractive environment is possible.

In these examples, the additional density is achieved without sacrificing positive, community-focussed elements of the scheme. Instead, increased housing numbers are created through increased heights, differing proportions of houses vs flats and maisonettes, use of terracing, and a reduction in private or on-plot parking solutions.

Please see the appendix for the full breakdown of the chosen case studies.



CASE STUDY	Density	Primary House Type	Primary Typology	Parking	Amenity Spaces	Additional Uses
Marmalade Lane, Cambridge	43dph	2-bed flats and 4-bed houses	Terraced townhouses	1.2 spaces, on street	Blended boundaries between public and private open spaces with gardens that open into community space	'Common House' community space for sole use of co-op residents
Port Loop, Birmingham	60dph	2-6 bed houses	Configurable townhouses in terraces	1.1 spaces	Terraces around on a garden square, no private gardens	New public park, moorings and a slipway
Goldsmith Street, Norwich	80dph	1-bed flats and 2-bed houses	Terraced houses and 3-storey corner blocks of flats	0.73 spaces, on street	Every home has private amenity space, either a garden or balcony. A shared street with public open space runs between the backs of the terrace block	Shared linear 'street garden'
Knights Park, Cambridge	92dph	3- and 4-bed houses and 2-bed flats	Multi-aspect mews houses, coach houses and 10-unit blocks of flats	1.3 spaces per unit, below-ground car park and integrated garages	Shared podium garden for flats, roof terraces and gardens for larger units	Rain gardens and SUDS for water management. Extension of houses into underground with gyms and storerooms
Paintworks Phase III, Bristol	110dph	1- and 2-bed flats and 3-bed houses	7-storey blocks of flats, live-work maisonettes and terraced houses	1.6 spaces in large underground podium	Large public plaza, and some private gardens for houses	Pedestrianised streets with small retail spaces and live/work workshops
South Gardens, London	180dph	1-, 2- and 3-bed flats	8-storey mansion blocks of flats and 'townhouse' style flats	0.19 units in basement car park	Balconies and terraces with large shared garden in block interior	Pocket public growspace on street scape



VISION, OBJECTIVES AND OPPORTUNITIES

VISION & OBJECTIVES

Informed by the work and engagement completed during Phase 1 of the project, alongside the contextual analysis of High Street East's unique opportunities, a set of Strategic Objectives have been devised to guide and inform development within the site.

**"A new, vibrant
urban quarter for
Tonbridge"**

Design Objectives

To achieve this vision, a set of objectives were devised to act as guidance during the design process:

- Bustling new urban streets and spaces with enhanced green space
- Turning the footpath into a waterside park
- Promoting active travel and improved access
- A positive street scene with diverse land uses
- Smarter parking solutions and more efficient land use



Design Principles: The Baseline

The following pages identifies key spatial opportunities and constraints that will inform the design process and resulting masterplan iteration.

- High Street East area offers a lot of potential, with an excellent location and proximity to facilities
- The area is currently dominated by aged buildings and large surface car parks





Design Principles: Existing Connections

- High Street East benefits from many connections into its context
- These connections are not especially central or well marked at present
- Future designs should incorporate these existing connections into a logical and intuitive movement network





Design Principles: Blue-Green Corridor

- The River Medway Corridor is a unique landscape asset within the High Street East area
- Connecting the site with the wider setting
- It is a local landmark within the town, as well as acting as an essential piece of blue-green infrastructure
- Any future designs should elevate this feature for both biodiversity and green infrastructure, and also the enjoyment of residents





Design Principles: Key Frontages

- As the town centre appraisal found, the High Street East area suffers from a broken urban form and lack of enclosure
- Future designs should strengthen the key routes, creating a positive streetscape and sense of place





Design Principles: Key Multi-Functional Linkages

- To enhance movement to and from the existing pedestrian connections, key linkages have been identified
- These are natural desire lines for movement and should be integrated into designs for legibility
- These links should be multi-functional, incorporating blue-green infrastructure
- Nature based solutions suitable to the location and the potential restoration of the culverted river.





Design Principles: Key Nodes

- The landscape appraisal has identified three key nodal locations at the confluence of pedestrian connections
- These should be integrated into the public realm strategy and the wider design

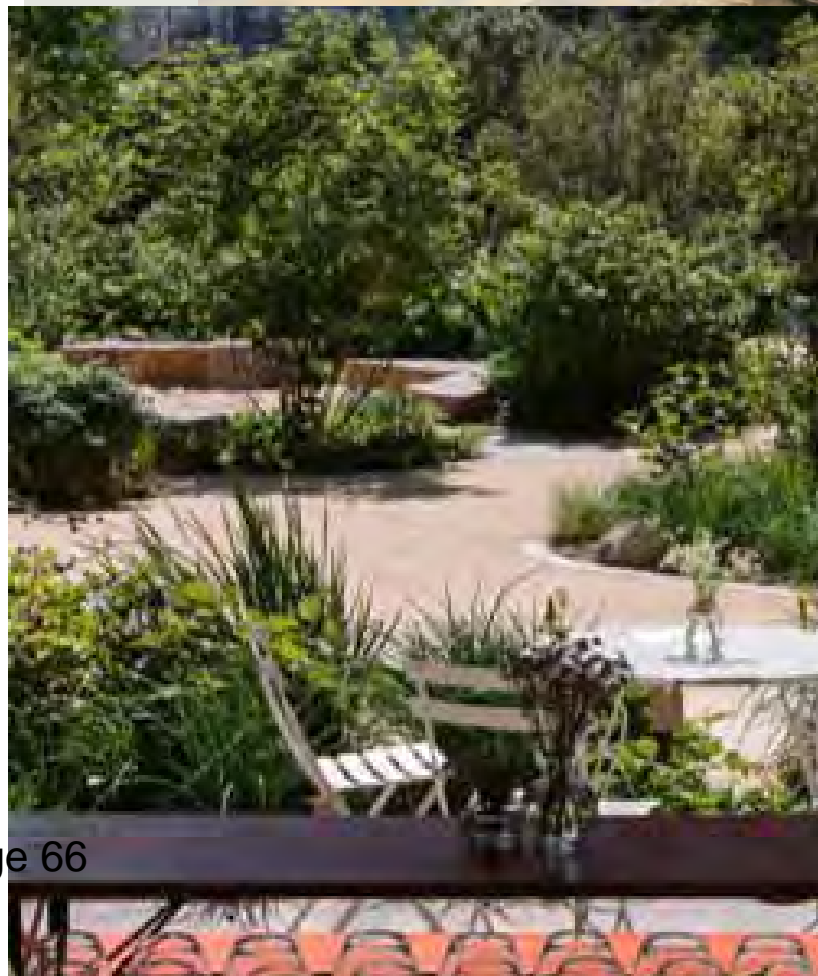
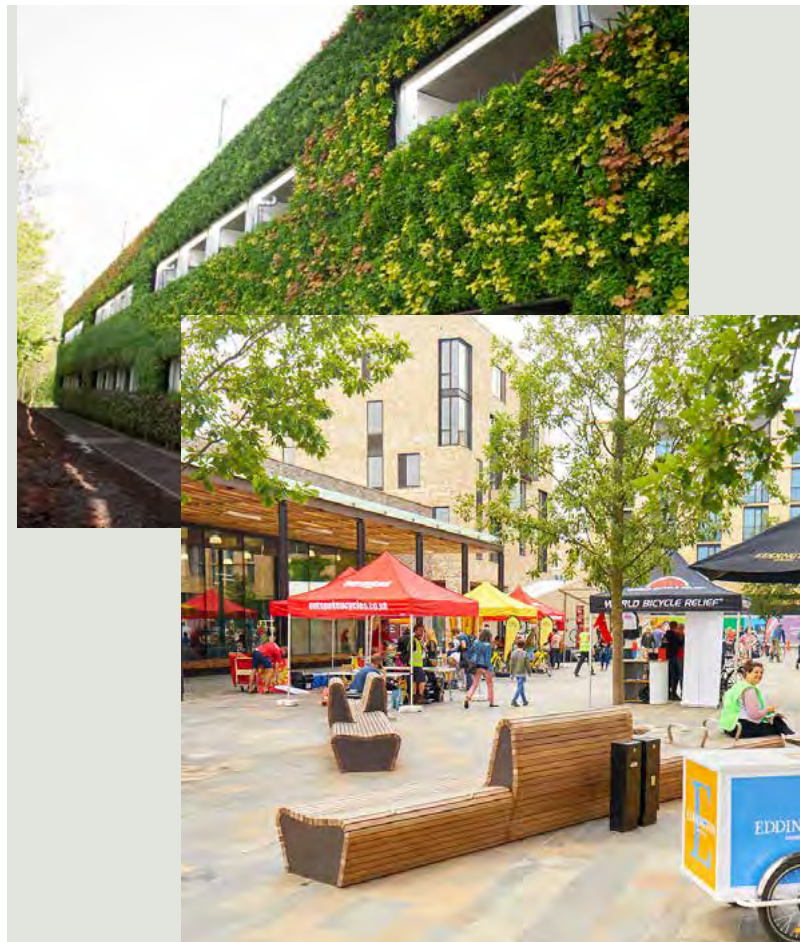




Design Principles: Common Components

Following the analysis of the vision, objectives and design principles, it was determined that all design iterations should include the following themes that have been identified through the analysis process:

- The design iterations will include vibrant areas of public realm – either a town square or new shopping lane
- There will be a wide range of housing mixes and typologies, including houses, flats and a Built to Rent component
- A linear park along the river corridor with a quiet green character and facilities for both pedestrians and cyclists
- A larger, leafy and green park with natural children's play and open space
- Multi-storey car park to condense the parking offering that is accessible as part of a key arrival space
- Enhancement of the High Street and development of High Street East as a complementary, not competitive, offering





Initial Concept Development

Following the previously detailed Design Principles, Vision and Objectives, four initial design iterations were devised.

Design iteration 1 delivers a new area of public realm for Tonbridge, and also the potential refurbishment rebuild of the Angel Centre in place or elsewhere. Diverse, commercial town centre uses was the original vision for this design iteration, which also retains some of the existing surface car parking. East of the Sainsburys, a balance of typologies including houses, flats and Built To Rent choices offer flexibility for new homes in Tonbridge.

NB: This option has been superseded by the Council's decision to rebuild the Angel Centre elsewhere.



New Town Square



Design iteration 2 proposes to refurbish the Angel Centre in place. Angel Lane is proposed as a new secondary shopping street, with a low-traffic character and small units lining a tree-lined road. This design iteration plans for a high number of family houses, rather than flats, in response to the market demand for larger houses in Tonbridge.

NB: This option has been superseded by the Council's decision to rebuild the Angel Centre elsewhere.

Design iteration 3 designates High Street East as the new 'Healthy Living Quarter' for Tonbridge, proposing to rebuild the Angel Centre in the current Angel East car park. Rebuilding the Angel Centre in this location gives roadside presence, and also offers the flexibility to build a new and efficient building, totally fit for purpose. As part of this new destination Leisure Centre, a Health Centre is proposed adjacent. These buildings can share facilities whilst offering convenience for visitors to the area. This plot is also next to a proposed public open space that has the potential to be used as an outdoor wellbeing resource for the Health and Leisure Centre.



Healthy Living



Design iteration 4 focuses on delivering much needed new homes for Tonbridge. The Angel Centre is relocated elsewhere such as, for example, co-located with the Swimming Pool, where it will benefit from operational cost-saving. This leaves increased land for housing, with this Design iteration proposing the greatest number of units of all the Design iterations. The new homes include family houses, Built to Rent flats, Landmark Waterside flats and a Later Living facility. This Design iteration provides homes for all generations in Tonbridge.



STAKEHOLDER ENGAGEMENT

Members Design Progression Workshop

An interactive workshop was held with officers and members of TMBC in March 2023 to present initial concepts for the four design iterations. The intent was around providing guidance to support the preparation of options for the High Street East site.

The workshop introduced the contextual analysis of the town centre and of the site, before discussing some precedent examples and ideas, and then moving on to breaking down the themes and components of each design iteration.

An interactive session then took place, with the members split into four groups discussing one design each. Firstly, general thoughts and comments on the plans and their components were collected.

The plans were then scored against the priorities identified from the previous work in Phase 1, ensuring that comments stayed focussed on the overarching goals for Tonbridge and the High Street East site.

The workshop and its outcomes in this report were focussed on guiding the future design development of the site, prior to taking the options through a viability appraisal. The scores from this exercise, shown in the table below, were used to adjust the land uses and components of the plans in the next iteration of the design process in order to align all proposals as close to the identified priorities and objectives as possible.

		Iteration 1		Iteration 2		Iteration 3		Iteration 4	
	Weighting	Score (1-5)	Weighted score	Score (1-5)	Weighted score	Score (1-5)	Weighted score	Score (1-5)	Weighted score
01 Wider availability of housing typologies	20%	4	0.8	4	0.8	4	0.8	5	1.0
02 Connection of existing assets	15%	3	0.5	3	0.5	3	0.5	4	0.6
03 Healthy lifestyle	15%	3	0.5	3	0.5	4	0.6	4	0.6
04 Facility alignment	10%	4	0.4	3	0.3	4	0.4	4	0.4
05 Strengthening the town brand	10%	4	0.4	2	0.2	3	0.3	5	0.5
06 A diverse economy	10%	5	0.5	3	0.3	4	0.4	4	0.4
07 Revenue stream creation	5%	3	0.2	4	0.2	3	0.2	4	0.2
08 Visitors and tourism	5%	5	0.3	2	0.1	2	0.1	5	0.3
09 Attract different groups	5%	4	0.2	2	0.1	3	0.2	4	0.2
10 Exceeding net zero by 2030	5%	3	0.2	1	0.1	3	0.2	2	0.1
	100.0%		3.75		2.95		3.5		4.25

Table showing scoring of the four concepts completed by workshop attendees



- Capital receipts
- Assets for long-term revenue
- More efficient parking
- Less parking
- Affordable Housing
- Family homes
- Homes to rent
- More diverse mix of housing
- Independent retail
- National retail
- Better active travel
- Additional public spaces
- Cafe culture
- Health and leisure hub
- Biodiversity and biodiversity
- Hotels
- Entertainment
- Rental accommodation
- A vibrant mixed community
- Public services provision
- Electric Vehicle Charging Points
- A Net Zero Carbon Development
- Others you might think of...

- 01 Wider availability of housing typologies
- 02 Connection of existing assets
- 03 Healthy lifestyle
- 04 Facility alignment
- 05 Strengthening the town brand
- 06 A diverse economy
- 07 Revenue stream creation
- 08 Visitors and tourism
- 09 Attract different groups
- 10 Exceeding net zero by 2030



- ☐ Is the massing appropriate – how big should buildings be?
- ☐ Where are the sensitive areas for building heights?
- ☐ Angel Centre: Vote on Refurb, new build, or new build and relocate?
- ☐ Should Sainsburys be hidden by development?
- ☐ Where should affordable housing be located?
- ☐ How important are private external spaces?

- ☐ What role do you think the council should play in creating a market for different housing types?
- ☐ How important is keeping the current leisure centre operational while developing a new leisure centre?
- ☐ What would the Council be willing to fund or forgo return on: medical centre? affordable housing? public realm? independent shops?
- ☐ Focus on building performance or low carbon lifestyle
- ☐ Priorities for revenue income: BTR? Parking? Mobo?

- ☐ Do you support the proposed changes to parking?
- ☐ What kind of retailers are most appropriate?
- ☐ How much housing density do you think would be appropriate for the site?
- ☐ Should affordable housing be separate or incorporated?
- ☐ Town houses, flats... or other dwelling solutions?
- ☐ Are **Build to Rent** and **Later Living** appropriate?
- ☐ Should any other building or land uses be considered?

- ❑ Have the best connections across the site been emphasised?
- ❑ What should the focus of each route be: bare, cycling, walking, scooters, boats, tuggers/push chairs, etc.
- ❑ How should the different public spaces feel? How big should they be?
- ❑ What activities should take place in each space?
- ❑ Looking to the future, what expansion of routes across the town would enhance the benefits?

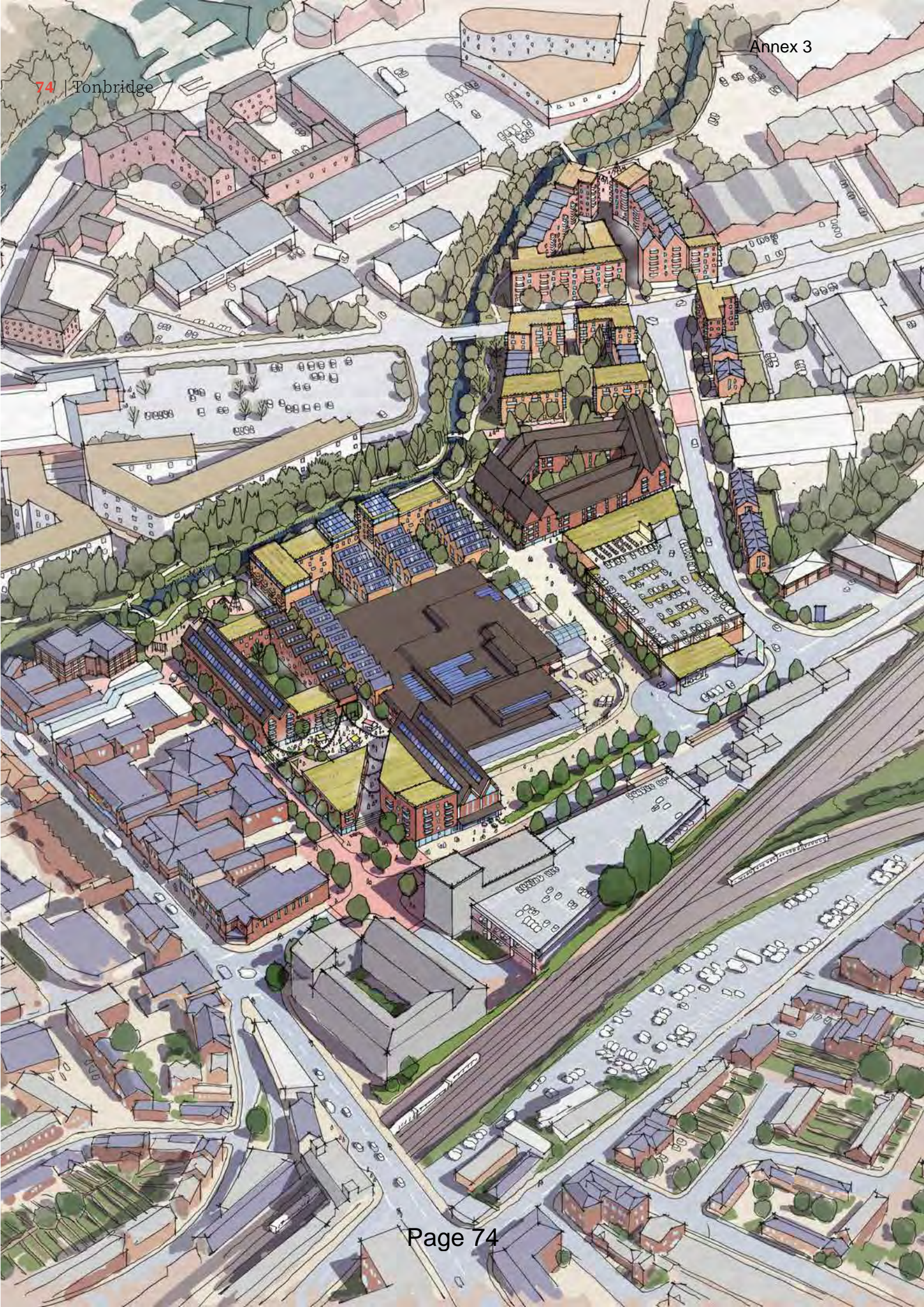
We are not expecting to have clear winner today but rather establish which combination of element is most important to the future of Tonbridge.

The diagram illustrates a business plan timeline from 'Start' to 'Destination'. It is divided into three main phases: Phase 1, Phase 2a, and Future Phases. The timeline includes several key milestones and activities, each represented by a colored circle (green for Strategy and viability, purple for Planning and delivery, and black for Investment and management). The milestones are: Vision and strategy, Place economics and brand value, Portfolio Optimisation, Appraisal and Feasibility, Development and Funding advice, Engagement and Collaboration, Procurement delivery strategy, Business Case presentation, Programme Strategy, and Investment and commercial advice. The timeline ends at Destination.

- Angel Lane development and gateway from the Train Station
- Sovereign Way development and gateway from the north-east
- Potential for increased building heights



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THE DESIGN PROCESS

The Revised Designs

Following a comprehensive review of the constraints and opportunities, supported by careful consideration of the design principles and objectives, 4 Design iterations have been prepared for High Street East. Each design iteration balances the specific needs of the site, whilst offering differing balances of new homes, leisure options and flexible commercial spaces for Tonbridge.

Following on from the Members Design Progression Appraisal Workshop, some changes were made to the draft Design iterations based from the feedback received from members and updated Council positions regarding the redevelopment of the Angel Centre to another location. The iterations and their components were slightly amended to align both with the market appraisal and viability work, as well as the priorities and objectives identified in the Phase 1 work.

The Council has commissioned specialist leisure consultants to review the optimum mix of facilities and location of a new leisure centre in the town. This work will be updated following the outcome of the leisure centre study.

ONE - A Bustling New Town Square and a Rebuilt Angel Centre Bringing New Activity To High Street East

General feedback suggested that the diverse commercial uses and town square were well received, with elements of this design to be included in the other design iterations too.

In response to this, a larger and more efficient town square layout was included.

There was also concerns about the level of parking provisions in the previous draft, so in subsequent renditions there was an increase multi-storey height.

Although the inclusion of a cinema was popular, it had to be removed due to lack of market demand and viability.

TWO - A New Identity For Angel Lane, Supported By A Refurbished Angel Centre

The large commercial plot, Block A, was amended in this iteration to include a hotel and additional food and beverage space, which replaced the previous GP within the block. This creates a more varied, leisure focused proposal.

THREE - Tonbridge's New Healthy Living Quarter

The changes to this plan were overall minor from the initial draft. Emphasis was placed on the Health and Leisure shared block and it's interaction with the adjacent public open space.

The Mixed-Use commercial plot (A) is amended to contain a hotel and additional office space with ground floor commercial / food and beverage space.

FOUR - A Hybrid Solution for Tonbridge

Iteration 4 saw the most updates of all the design iterations following the workshop, attempting to account for all the captured feedback in one design.

These changes consisted of a greater amount and upgraded public space, including a new town square. Night-time economy provision was also considered, with al-fresco drinking and dining opportunities around the town square. Efforts have been made to diversify land uses in this iteration to generate tourism and visitors to the area.

Further parking solutions have been designed into this iteration, with two parking podiums included to the east and west of Sainsburys to both provide additional spaces and raise the public street level up, mitigating the flood risk and allowing for more active frontages and street access, rather than the raised ground floor solutions implemented in other design iterations.

Outcomes from the workshop:

- More/upgraded public space
- Night-time economy provision
- Diversify land uses to generate tourism and visitors
- High Street enhancement encouraged
- Further parking solutions and additional parking spaces
- The positioning of the Multi-Storey and it's relation to routes into town
- Acknowledgement of the co-location benefits of the leisure centre and existing pool

ONE:

A Bustling New Town Square Bringing New Activity To High Street East

This first iteration aimed to build a new 'heart' to Tonbridge, providing a secondary shopping and leisure area and a new town square, alongside enhanced familiar features.

NB: The leisure centre aspects of this option have been superseded by the Council's decision to demolish the Angel Centre.

Objectives

Rebuild the Angel Centre in Place

(NB: now decided for relocation)

- Opportunity to diversify services and facilities offered
- Flexibility to reconfigure building as required
- New, attractive and efficient space
- Enhanced café fronting onto park

A Vibrant New Town Square

- A bustling new central square
- Opportunity to host local markets and events
- Café culture with al fresco dining
- Commercial space that could be home to a range of retail and entertainment options

Offer Parking Choices

- New 3-storey multi-storey car park to support the retained surface car park west of Avenue Du Puy

Components

- Approx 350 homes
- Rebuilt Leisure Centre
- Central Town Square
- Approx 3600sqm of Retail space, Cafés and Restaurants
- 70-bed Hotel
- Office Space
- Retained Surface Car Park





ONE:

A Bustling New Town Square Bringing New Activity To High Street East

Massing and Scale

The scale for this Design iteration is designed to fit with the existing town centre context, relating to the existing heights of the surrounding commercial buildings and recent apartment developments, particularly in the more sensitive western side of Sainsburys.

The scale and massing along Avenue Du Puy is smaller due to the surface car park, with the multi-storey acting as a landmark on the east-west journey into the town centre. The majority of the road is fronted by terraced and semi-detached houses at 3 storeys, with taller apartment buildings on key corners to act as gateways.

Residential heights get slightly higher from west to east as the development moves away from the historic High Street to a maximum of 9 storeys in the Built to Rent plot (J). Typical heights are 3 storeys for houses and 5-6 for most mixed-use apartment blocks, in line with the recent development over the river on Sovereign Way and to mask the scale of the existing Sainsburys building. An example of the scale of the town square buildings is shown below.



Public Realm Strategy

This proposal offers a variety of choice in public realm. The predominant feature of the design is the new public square just off Angel Lane, featuring active frontages and an al-fresco dining environment, alongside flexible open space with the opportunity to be used for markets, fairs and events. Supplementing this open-air public realm is a multi-functional market hall area that can double as an indoor area of public realm.



In addition to the paved town square area of public realm, Iteration 1 also benefits from a green public park on the waterside at the north end of Angel Lane. This park will act as a natural gathering space and node, at the meeting point of many pathways and routes to wider Tonbridge. It will include a children's play space, similar to that shown in the example below.



The park will be linked to other key 'nodes,' or areas of public realm along the linear park, creating a series of pocket parks which will aid with local wayfinding.

Landscape Strategy

The Linear Park that runs along the Medway corridor is the 'backbone' of the Landscape Strategy, providing a wildlife corridor and green active travel route east-west along the north of the site. The park also connects smaller pocket parks at key node points along the route. This park will have a natural and wild character, similar to the image shown in the next column.

A green route along the existing Public Right of Way is planned, with additional sustainable drainage features following the route of a historic river tributary which is now culverted.



Land Use Strategy

A clustering of new commercial spaces to the west of Sainsburys, including a hotel and office space, concentrates activity to the immediate town square area, creating a vibrant and bustling quarter. This area is adjacent to the High Street, creating a secondary leisure destination without distracting from the already successful High Street.

The remainder of the site is residential in character, providing a wide range of new homes for Tonbridge.

ONE:

The Breakdown of Components

Schedule of Accommodation

The detailed breakdown of residential dwellings is provided in the table below. The rough housing mix is based on the density and typology analysis completed in earlier sections.

This Design iteration provides the second lowest number of new homes of all the designs, as it provides a higher number of commercial uses alongside the retained surface car park to the east of Sainsburys and the Angel Centre.

17% of the proposed new homes are houses, the mix of which is shown in the table below.

Of the 287 flats, 150 of these are Built to Rent, with the remaining flats standard market flats.

The net density for this design iteration comes to around 83dph.

Plot	Land Use	Houses			Flats			Totals
		2B	3B	4B	1B	2B	3B	
A	Houses	10	13	3				26
B	Retail and Flats				22	38	12	72
C1	F&B and Hotel							
C2	Market Hall and Office							
D	Rebuilt Angel Centre (NB relocated)							
E	Surface Car Park							
F1	Multi-storey Car Park							
F2	Petrol Station							
G	Houses	4	4	1				9
H	Flats and Houses	5	8	2		2	2	19
I	Flats and Houses	3	4		19	32	10	68
J	Flats (BTR)				75	75		150
Totals		22	29	6	116	147	24	344
Total %		39%	51%	11%	40%	51%	8%	
Sum				57			287	

Parking

The residential parking allocation for High Street takes guidance from the Tonbridge Parking Study (2022) and the Kent Parking Standards document (2008), reflecting the highly sustainable location of High Street East. The parking provisions are detailed in the table below.

- Market flats are allocated 0.8 spaces per home
- Market houses are allocated 1 space per home
- Built to Rent flats are allocated 0.5 spaces per home.

This Design iteration retains a portion (approx 215 spaces) of the existing surface car park to the east of Sainsburys for the use of shoppers and visitors to the Angel Centre, as well as providing a new 3-storey multi-storey car park to support additional visitor numbers.

This version still over provides parking spaces compared to the average utilisation, whilst condensing the parking area into a much smaller and more concentrated zone.

Plot	Land Use	Parking Type	Required Spaces	Provided On-Plot	Multi-Storey Allocation
A	Houses	Allocated in multi-storey	26		26
B	Retail and Flats	Parking podium supported by multi-storey	58	28	30
C1	F&B and Hotel	Allocated in multi-storey	20*		20
C2	Market Hall and Office	Use of multi-storey	20		20
D	Rebuilt Angel Centre (NB Relocated)	Use of surface car park			
E	Surface Car Park			215	
F1	Multi-storey Car Park			223	
F2	Petrol Station				
G	Houses	Integrated garages	9	9	
H	Flats and Houses	Houses have integrated garages, flats have GF parking level	16	16	
I	Flats and Houses	Houses have integrated garages, flats have GF parking level	65	65	
J	Flats (BTR)	GF parking level	75	75	
Total no. Allocated Spaces			289	193	96
Total no. Proposed Spaces				631	
Remaining Unallocated Public Parking			0	342	127

Existing Spaces within the Red Line Area	900
Reduction in Total Public Parking Spaces	558

* NB: Additional demand for hotel spaces to use public parking areas.

Current Average Utilisation	298
Spare capacity at average utilisation	44
Current Max Utilisation	513
Spare capacity at weekly peak	-171

TWO:

A New Identity For Angel Lane

This design iteration aims to provide additional commercial opportunities along a beautified Angel Lane, whilst enhancing High Street East's existing assets including the River Corridor and parking opportunities. This plan also provides a high proportion of family houses.

NB: The leisure centre aspects of this option have been superseded by the Council's decision to demolish the Angel Centre.

Objectives

Refurbish the Angel Centre

(NB: now decided for relocation)

- New range of commercial facilities including soft play and tag active
- A more efficient building
- Benefit of retained identity of the Angel Centre in original location

A New Look for Angel Lane

- Upgraded street scene and improved environment, with new public realm
- A secondary shopping lane to support the High Street with new options for residents and local businesses

Wide Range of Housing Typologies

- Highest proportion of houses of the design iterations
- Characterful mews streets off Angel Lane

Components

Approx 305 homes

Refurbished Leisure Centre

Enhanced Angel Lane

Approx 2230sqm Retail space, Cafés and Restaurants

100-bed Hotel

Office Space

Retained Car Park





TWO:

A New Identity For Angel Lane

Massing and Scale

This rendition offers more houses, both in terraces and mews streets, rather than flats and blocks of apartments, so overall has a reduced scale and lower heights than other design iterations.

Two low-traffic mews streets connect Angel Lane to Sainsburys, with building heights at around 3 storeys - in line with the Sainsburys building. An example of the intended scale and height is shown below.



Taller building heights of up to 5 storeys are situated along Angel Lane to add presence and provide overlooking from balconies.

The maximum storey heights across High Street East are 7 in the Built To Rent Plot (I), with typical heights of 3 - 5 storeys - lower than the other design iterations on average, mostly due to the greater proportion of lower houses.

Avenue Du Puy retains a more open character due to the retained surface car park. Attempts to create a sense of enclosure and continuous street scene will be used with landscaping and an attractive facade on the multi-storey car park as a gateway building, an example of which is shown below.



Public Realm Strategy

Angel Lane will be upgraded as a secondary shopping lane, with an enhanced street scene, active frontages and additional planting. This will be secondary to the High Street, rather than posed as direct competition, with smaller units and a quieter, independent character.

The street has the potential to be mostly pedestrianised, except for servicing, and would make an ideal location for street parties and events.



Landscape Strategy

A large, green public park at the north end of Angel Lane is a major landscape feature of the designs, as in Iteration 1, and is a part of the larger Linear Riverside park that follows the River Medway corridor east-west in the north of the site.

There is potential for the commercial plot to form an interactive frontage on to the park, activating the space and generating new usage of the open space.



Land Use Strategy

Design iteration 2 suggests quieter, more residential land uses across the designs. It proposes more family housing, whilst still offering additional commercial space for Tonbridge as well as a new hotel.

TWO:

The Breakdown of Components

Schedule of Accommodation

The detailed breakdown of residential dwellings is provided in the table below. The rough housing mix is based on the density and typology analysis completed in earlier sections.

This iteration delivers the lowest number of homes overall, but delivers the highest proportion of houses and the greatest number of houses overall of the ideas.

The average density for this design iteration is 73dph.

Plot	Land Use	Houses			Flats			Totals
		2B	3B	4B	1B	2B	3B	
A	F&B, Office and Hotel							
B1	Retail and Flats				8	8	4	20
B2	Houses	6	8	2				16
C1	F&B and Flats				8	8	4	20
C2	Houses	6	8	2				16
D	Refurbished Angel Centre (NB relocated)							
E	Surface Car Park							
F	Multi-Storey Car Park							
G	Houses	4	4	1				9
H	Flats and Houses	5	8	2		2	2	19
I	Flats (BTR)				75	75		150
J	Flats and Houses	8	13	4	10	16	4	55
Totals		29	41	11	101	109	14	305
Total %		36%	51%	14%	45%	49%	6%	
Sum				81			224	

Parking

The residential parking allocation for High Street takes guidance from the Tonbridge Parking Study (2022) and the Kent Parking Standards document (2008), reflecting the highly sustainable location of High Street East. The parking provisions are detailed in the table below.

- Market flats are allocated 0.8 spaces per home
- Market houses are allocated 1 space per homes
- Built to Rent flats are allocated 0.5 spaces per home.

This design iteration retains a portion (approx 215 spaces) of the existing surface car park to the east of Sainsburys for the use of shoppers and visitors to the Angel Centre, as well as providing a new 3-storey multi-storey car park to support additional visitor numbers.

This proposal still over provides parking spaces compared to the average utilisation, whilst condensing the parking area into a much smaller and more concentrated zone.

A small number of flats will have allocated spaces within the multi-storey car park, with most residential parking accounted for on-plot.

Plot	Land Use	Parking Type	Required Spaces	Provided On-Plot	Multi-Storey Allocation
A	F&B, Office and Hotel	N/A (potential to use multi-storey)	20*		20
B1	Retail and Flats	Allocated in multi-storey	16		16
B2	Houses	Integrated garages	16	16	
C1	F&B and Flats	Allocated in multi-storey	16		16
C2	Houses	Integrated garages	16	16	
D	Refurbished Angel Centre (NB relocated)	Use of surface car ark			
E	Surface Car Park			215	
F	Multi-Storey Car Park			223	
G	Houses	Integrated garages	9	9	
H	Flats and Houses	Integrated garages for houses, flats have GF parking level	16	16	
I	Flats (BTR)	GF parking level	75	75	
J	Flats and Houses	Integrated garages for houses, flats have GF parking level	49	49	
Total no. Allocated Spaces			233	181	52
Total no. Proposed Spaces				619	
Remaining Unallocated Public Parking				386	

Existing Spaces within the Red Line Area	900
Reduction in Total Public Parking Spaces	514

* NB: Additional demand for hotel spaces to use public parking areas.

Current Average Utilisation	298
Spare capacity at average utilisation	88
Current Max Utilisation	513
Spare capacity at weekly peak	-127

THREE:

Tonbridge's New Healthy Living Quarter

This design iteration creates a new identity for High Street East as the 'Healthy Living Quarter' for Tonbridge.

Objectives

Potential relocated Angel Centre Next to a new Health Centre for Co-Location Benefits

- The ultimate location of the Angel Centre will be subject to a separate study
- New building offering improved efficiency and appearance
- Opportunity for flexibility in new services and facilities provided
- Potential to share facilities with healthcare provider for co-location benefits

Generous Commercial Space

- New commercial opportunities along the upgraded Angel Lane
- Frontages onto Riverside Park for a new type of retail space for Tonbridge

Abundant green space offering

- Two large green riverside parks connected by the linear park
- Opportunity for landscape integration with commercial space alongside the park and healthy living area

Components

Approx 450 homes

Locally Relocated Leisure Centre

Health Provision

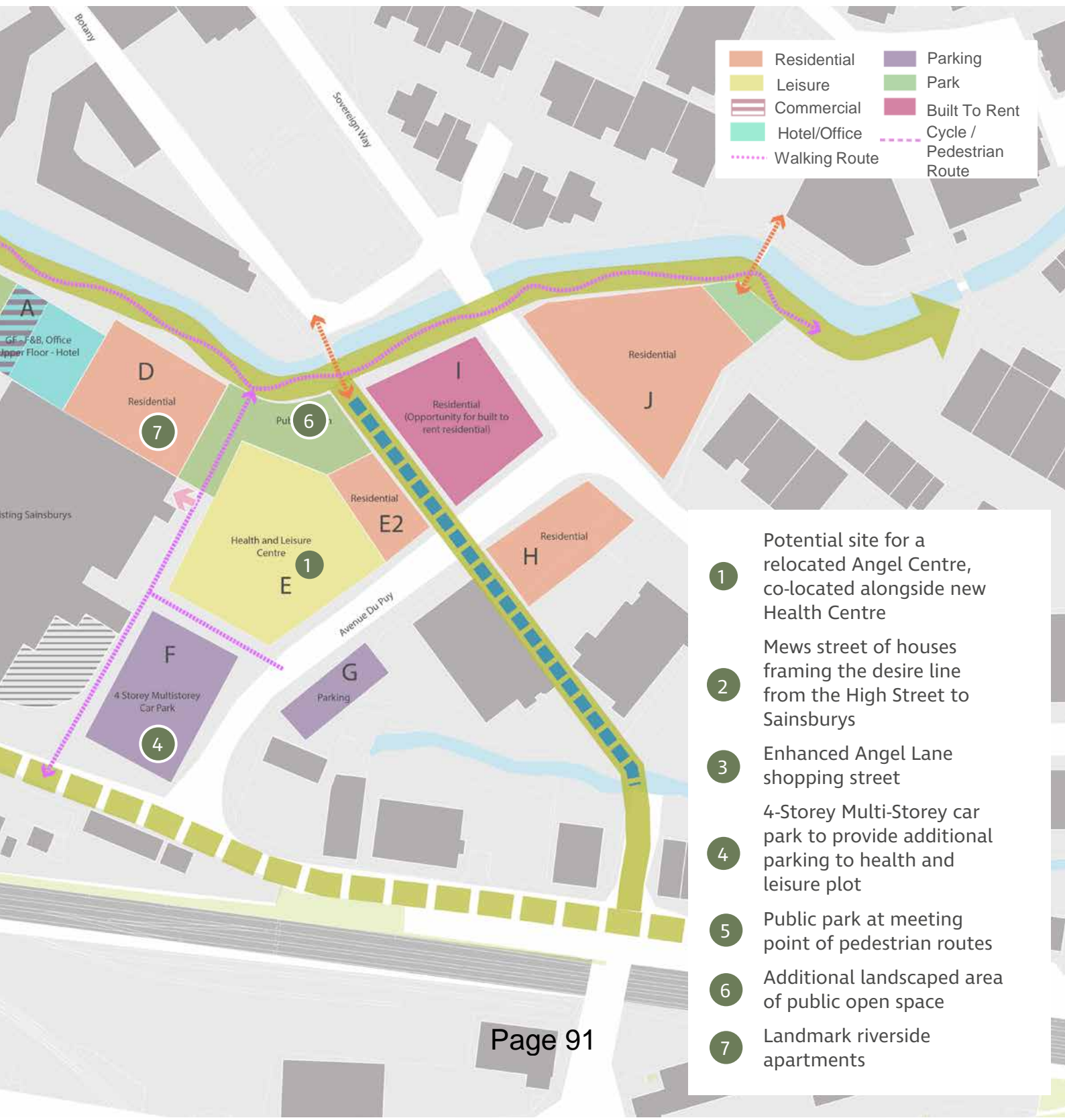
Enhanced Angel Lane

Retail, Cafés and Restaurants

100-bed Hotel

Office Space





THREE:

Tonbridge's New Healthy Living Quarter

Massing and Scale

This design iteration introduces a greater sense of enclosure and character along Avenue Du Puy with the presence of the new health and leisure centre acting as a landmark along the road, along with the multi-storey. On the other side of the road, terraced and semi-detached houses line the street.



The maximum storey heights for this plan is 7, within the Built To Rent apartments on Plot I. To the west of Sainsburys, heights are limited to 5 storeys, with a 3-storey mews street creating a walkway with an open, inviting feel from Angel Lane to the entrance to Sainsburys. This mews street has been designed with additional width to allow for use as public realm, an example of which is shown in the next column.



Public Realm and Landscape Strategy

An Enhanced Angel Lane, as in Design iteration 2, forms the predominant hardscaped public realm, with additional space in the pedestrianised Mews Street that will create a characterful traffic-free route between the High Street, Angel Lane and Sainsburys.



As well as the public park in the north west corner that features in all iterations, This plan also proposes a secondary Park/ Soft Public Realm area outside the Health and Leisure Centre. This open space could interact with the facade of the Health and Leisure buildings, creating the potential for a outdoor natural wellbeing area or event space. It also provides an additional access point from the Linear Park route.

Land Use Strategy

This Design iteration clusters commercial uses around areas of public realm, creating a buzzy atmosphere and place for people to linger and spend time.



It also benefits from co-location advantages for the Health and Leisure Centre. Positioning these buildings in close proximity to one another will create a 'destination' and place with identity - visitors will know to visit High Street East for all their health and wellbeing requirements. This also benefits the providers, being able to share facilities and services.



THREE:

The Sport and Leisure Component

Build a New Leisure Centre within High Street East alongside a New Health Centre

In this design iteration, the Angel Centre could be rebuilt in a new plot within High Street East, giving it new roadside visibility, an additional parkside frontage, the flexibility and efficiency of a new building, and co-location benefits of sitting alongside a health centre.

Details include:

- An internal area of approx. 3150sqm
- A new flexible floor plan within a large plot
- The Sports Hall will be a 4-court size
- The smallest proposal within the three High Street East design iterations, due to the new building efficiency, reduction in community and office space, and smaller café
- A GP practice and potential complementary wellbeing services - there is interest from an existing practice within the town



THREE:

The Breakdown of Components

Schedule of Accommodation

The detailed breakdown of residential dwellings is provided in the table below. The rough housing mix is based on the density and typology analysis completed in earlier sections.

This Design iteration provides the second-highest number of new homes of all the proposals. There is a higher proportion of flats (86%), including a landmark apartment building in the previous Angel Centre location, and a Built To Rent development.

The density for this scheme reaches around 107dph, which corresponds with the higher proportion of flats.

Plot	Land Use	Houses			Flats			Totals
		2B	3B	4B	1B	2B	3B	
A	Commercial and Hotel							
B1	F&B and Flats				20	34	10	64
B2	Houses	4	6	1				11
C1	F&B and Flats				6	11	3	20
C2	Houses	6	8	2				16
D1	Flats				25	35	10	70
D2	Houses	2	3	1				6
E1	Leisure Centre and GP							
E2	Flats				10	20	5	35
F	Multi-Storey Car Park							
G	Surface Car Park							
H	Flats and Houses		2	2	5	8	2	19
I	Flats (BTR)				75	75		150
J	Flats and Houses	8	13	4	10	16	4	55
Totals		20	32	10	151	199	34	446
Total %		32%	52%	16%	39%	52%	9%	
Sum				62			384	

Parking

The residential parking allocation for High Street takes guidance from the Tonbridge Parking Study (2022) and the Kent Parking Standards document (2008), reflecting the highly sustainable location of High Street East. The parking provisions are detailed in the table below.

- Market flats are allocated 0.8 spaces per home
- Market houses are allocated 1 space per home
- Built to Rent flats are allocated 0.5 spaces per home.

This design iteration does not retain the existing surface car park, instead accounting for parking needs in the multi-storey car park and an additional smaller car park in Plot G.

An extra floor is included on multi-storey car park, plus Plot G used for additional surface parking to provide spaces for the new Health and Leisure offering. The ground floor of the Health and Leisure will also be used as a parking deck, providing additional spaces whilst also helping to mitigate the local flood risk.

Plot	Land Use	Parking Type	Required Spaces	Provided On-Plot	Multi-Storey Allocation
A	Commercial and Hotel	N/A (potential to use multi-storey)	20*		20
B1	F&B and Flats	GF parking podium with additional multi-storey spaces	51	21	30
B2	Houses	Integrated garages	11	11	
C1	F&B and Flats	Allocation in multi-storey	16		16
C2	Houses	Integrated garages	16	16	
D1	Flats	On-site podium parking	56	61	
D2	Houses	Use of D1 podium	6	6	
E1	Leisure Centre and GP	GF parking level		139	
E2	Flats	GF parking level	28	15	13
F	Multi-Storey Car Park			298	
G	Surface Car Park			32	
H	Flats and Houses	Houses have integrated garages, flat parking in GF parking level	16	16	
I	Flats (BTR)	GF parking level	75	75	
J	Flats and Houses	Houses have integrated garages, flat parking in GF parking level	49	49	
Total no. Allocated Spaces			344	270	79
Total no. Proposed Spaces			344	739	
Remaining Unallocated Public Parking			0	390	

Existing Spaces within the Red Line Area	900
Reduction in Total Public Parking Spaces	510

* NB: Additional demand for hotel spaces to use public parking areas.

Current Average Utilisation	298
Spare capacity at average utilisation	92
Current Max Utilisation	513
Spare capacity at weekly peak	-123

FOUR:

The Balanced Solution for Tonbridge

Developed following feedback received from the earlier workshop, this design iteration balances diverse land uses, generous public realm, housing provision, and parking choices.

Objectives

Rebuild leisure facilities elsewhere, potentially co-located with Tonbridge Swimming Pool

- A new leisure centre built elsewhere
- Significant savings and benefits from shared facilities if co-located with Tonbridge Swimming Pool
- Greater convenience and more sporting options for leisure users

A Vibrant New Town Square

- A bustling new central square with the opportunity to host markets and events
- Café culture with al fresco dining
- Commercial space that could be home to a range of retail and entertainment options

A Diverse Mix of Land Uses and Housing Choices

- The highest number of new homes proposed of all the design iterations, including over 60 houses

Components

Approx 470 homes

New Town Square

Health Provision and Later Living Facility

Retail, Entertainment, Hotel, Office Space, a Crèche, Cafés and Restaurants

Craft Hall/Market/Makerspace

Podium Car Parking, which delivers generous parking options whilst allowing for a car-free street scene above





FOUR:

The Balanced Solution for Tonbridge

Massing and Scale

This design iteration is about balance, and this is mirrored in the heights and scale of the proposed development. A higher density is required for this design iteration to achieve the higher number of homes, however this is managed through choice of typologies as well as building size.

Terraced housing, as shown in the example below, provides low-rise higher density options for traditional family homes in smaller areas, whilst also livening the environment through active frontages overlooking the street.



This proposal has been designed at a human-centred scale in keeping with the surrounding context. Buildings are predominantly 3-6 storeys, to a maximum of 9 storeys in the north eastern corner within the Built to Rent plot (J).

The areas of higher heights tend to be framing public spaces or at key landmark points to generate activity though overlooking and act as local landmarks. The image below demonstrates the positive impact taller buildings can have when overlooking public realm.



More residential clusters of taller buildings will use landscaping and large entrances to draw the eye back to the street level, whilst also utilising the stepping of building heights away from the street to reduce overshadowing and keep the street human-focused, as shown in the example below.



Public Realm Strategy

This proposal utilises podium parking and servicing as a strategy to limit the impact of vehicles on the public realm. The result is a traffic-free square that has the flexibility to serve multi-functional purposes, as well as providing a pleasant environment. The example on the following page shows the positive impact pedestrianisation can have on the local environment.



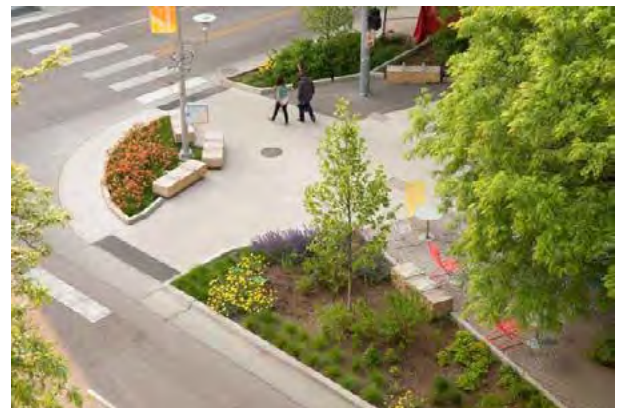
As the site sits within the flood zone, most buildings must be raised from the ground floor level to mitigate any flood risk. This is avoided where possible, such as for those buildings sat on the podium or without habitable rooms on the ground floor.

When necessary, the raising of the active uses of buildings from the ground floor is compensated for with large ground floor entrances, low boundary treatments and landscaping to give the impression of activity at the street level.



Landscape Strategy

In addition to the Riverside Park and the Linear Park landscaping is also used as a placemaking tool. Planting and pocket parks create landmarks and spaces for waymarking, for example at the south west key corner junction with Vale Road. The example below shows a landscaped pocket park as a landmark.



Land Use Strategy

This iteration benefits from the concept of co-location, for both the leisure offering and the Later Living and Health Centre as well as the retail and dining zone within the town centre.

The clustering of land uses will create focussed zones of activity, attracting groups of visitors.

Co-location benefits will increase visitor numbers and decrease operational costs, with the benefit of creating use-defined areas of the town.

FOUR:

The Sport and Leisure Component

Co-Locate Leisure Facilities with Existing Leisure Trust Site

In this design iteration, the Angel Centre could be co-located at Tonbridge Swimming Pool. Details include:

- An internal area of approx. 2800sqm, plus a walkway connection to the Pool Reception;
- Proximity benefits include enhanced choices for gym/pool users, operational savings and shared facilities;
- Connection to existing building with retained service yard access;
- The new building benefits from green views to the north and south;
- The potential for an additional ground-floor parking level to support increased visitor numbers as well as mitigate flood risk;
- Access points onto green open space with a shared main entrance and reception;
- The opportunity to integrate with watersports providers and explore new types of outdoor sport and leisure.



FOUR:

The Breakdown of Components

Schedule of Accommodation

The detailed breakdown of residential dwellings is provided in the table below. The rough housing mix is based on the density and typology analysis completed in earlier sections.

This design iteration provided 467 homes (not including the Later Living provision), with 13% houses and 87% flats. The housing mix is roughly 40% 1-bedroom properties, 50% 2-bedroom and 10% 3-bedroom.

This Design iteration also delivers the greatest range of additional uses, due to the space gained from relocating the Angel Centre to Tonbridge Swimming Pool. The full breakdown of the uses per plot is shown in the table below.

This design iteration gives a density of approximately 112dph, including the Built to Rent flats.

Plot	Land Use	Houses			Flats			Totals
		2B	3B	4B	1B	2B	3B	
A	Houses	10	13	3				26
B	Retail and Flats				19	32	10	61
C1	F&B and Hotel							
C2	Market Hall, Office and Flats				13	22	7	42
C3	Retail							
D1	Crèche and Flats				6	11	3	20
D2	Houses and Flats	6	7	2	16	28	8	67
E	Later Living							
F1	GP							
F2	Multi-storey Car Park							
F3	Petrol Station							
G	Houses	4	4	1				9
H	Flats and Houses		2	2	5	8	2	19
I	Flats and Houses	3	4		20	35	11	68
J	Flats (BTR)				75	75		150
Totals		23	30	8	154	211	41	467
Total %		38%	49%	13%	38%	52%	10%	
Sum		Page 104			61		406	

Parking

The residential parking allocation for High Street takes guidance from the Tonbridge Parking Study (2022) and Kent Parking Standards document (2008), reflecting the highly sustainable location. The parking provisions are detailed in the table below.

- Market flats are allocated 0.8 spaces per home
- Market houses are allocated 1 space per home
- Built to Rent flats are allocated 0.5 spaces per home.

This design iteration proposes two parking podiums to the east and west of the Sainsburys building, in addition to the multi-storey, to provide parking flexibility to both visitors to High Street East and to the new local residents wishing to own vehicles.

The table below highlights the provided parking per plot, alongside any required allocation in the podiums or multi-storey in order to meet the parking provisions stated.

This parking strategy still over provides on the average parking utilisation of High Street East despite the overall reduction in spaces.

Plot	Land Use	Parking Type	Required Spaces	Allocated On-Plot	East Podium Allocation	West Podium Allocation	Multi-Storey Allocation
A	Houses	West Podium Allocation	26			26	
B	Retail and Flats	West Podium Allocation	49			49	
C1	F&B and Hotel	N/A (potential to use podium)	20*			20	
C2	Market Hall, Office and Flats	Flats have West Podium Allocation	34			34	
C3	Retail	N/A	0			0	
D1	Crèche and Flats	West Podium Allocation	16			16	
D2	Houses and Flats	West Podium Allocation	57			57	
E	Later Living	East Podium Allocation	57		57		
F1	GP	East Podium	10		10		
F2	Multi-storey Car Park	Unallocated public parking	0				
F3	Petrol Station	N/A	0				
G	Houses	Integrated garages on GF	9	9			
H	Flats and Houses	Houses have integrated garages, flat parking in GF parking level	16	16			
I	Flats and Houses	Houses have integrated garages, flat parking on GF car park	60	60			
J	Flats (BTR)	GF Parking Level	75	75			
Total no. Allocated Spaces			428	160	67	202	0
Total no. Proposed Spaces			780	160	205	267	148
Remaining Unallocated Public Parking			351	0	138	65	148

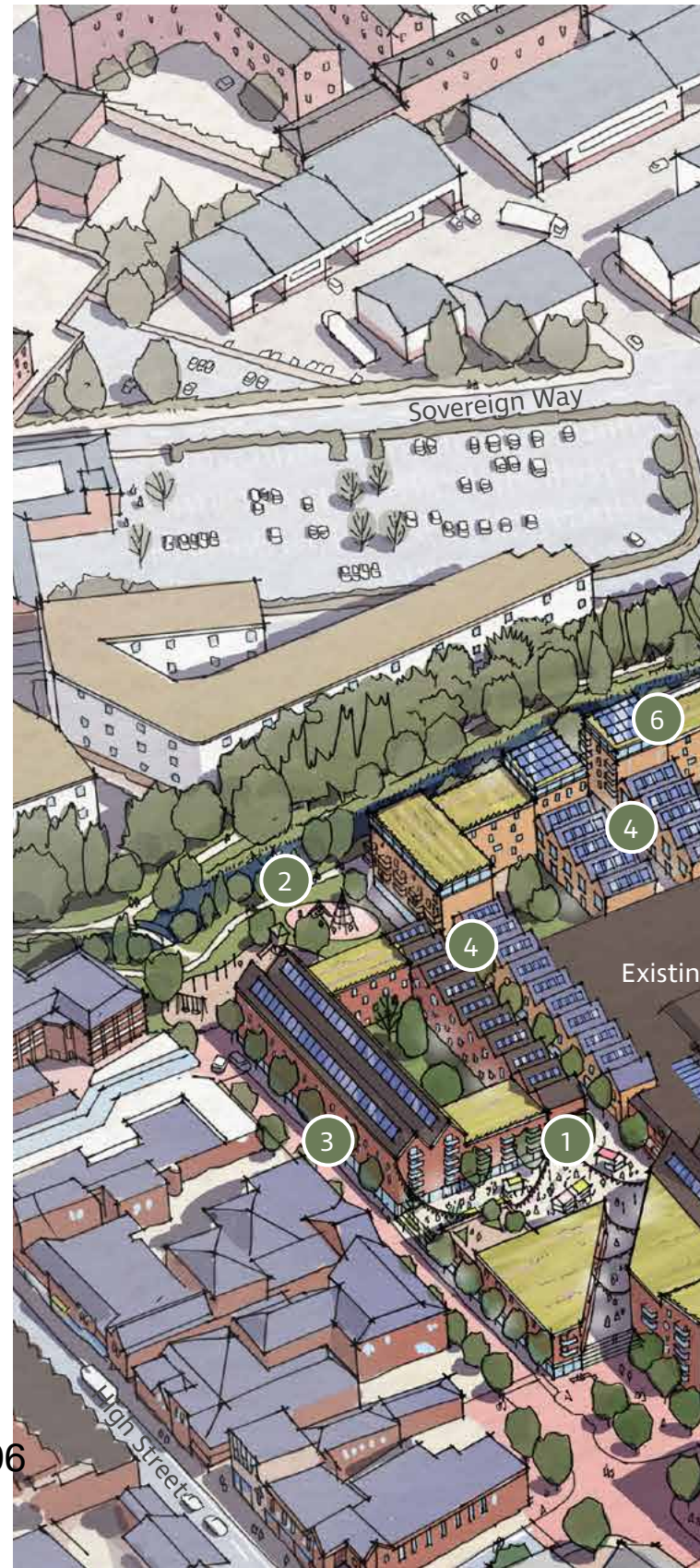
Existing Spaces within the Red Line Area	900	Current Average Utilisation	298
Reduction in Total Public Parking Spaces	549	Spare capacity at average utilisation	53
		Current Max Utilisation	519
		Spare capacity at weekly peak	-168

* NB: Additional demand for hotel spaces to use public parking areas.

FOUR:

Artist's Impression of Aerial Overview (Looking North East)

- 1 New town square area with space for potential markets, fairs, events and al fresco dining;
- 2 New riverside public park with children's play area and attractive green spaces;
- 3 Enhanced Angel Lane with new shopping opportunities and an attractive street scene;
- 4 New mews street of terraced houses contributing to a range of housing choices for Tonbridge;
- 5 Green and leafy linear park along the River Medway corridor, with facilities for pedestrians and cyclists, strengthening the east-west connections in Tonbridge;
- 6 Characterful waterside flats overlooking the Linear Park;
- 7 Avenue Du Puy lined by attractive frontages of terraced houses and landmark apartment buildings, creating a local 'street' feel and sense of place;
- 8 Route to the Linear Park and bridge crossing ensure excellent local connectivity to the wider area;
- 9 Multi-storey car park and podium parking reduces the need for vast surface car parks and creates a pedestrian-focused street scene





FOUR:

Artist's Impression of the Town Square (Looking East from Angel Lane)

- 1 Active frontages from retail and food & drink establishments, as well as overlooking from balconies and windows, illuminate the public space, creating a vibrant 'buzz';
- 2 Ample space for public events such as markets, fairs and parties;
- 3 Entrance to Sainsbury's still visible from Angel Lane, with a direct desire line to the main doors;
- 4 Level change onto the podium from Angel Lane used as a feature, offering the potential for public seating and attractive landscaping;
- 5 Proposed hotel with roof terrace integrated into the central Urban Quarter, promoting a dynamic space that could attract tourism and leisure to Tonbridge;
- 6 Heights of 3 - 4 storeys around the square allow for 'gentle density,' providing much needed new homes and a bustling atmosphere without being cramped or imposing;





Artist's Impression Looking
Up into the Town Square

CONCLUSION AND NEXT STEPS

This design report has summarised the constraints, opportunities, and design objectives for High Street East in Tonbridge, before describing the progression of four potential design iterations.

Each design iteration met the design objectives and vision, whilst offering four choices for the treatment of the Angel leisure centre: refurbishment, rebuilding, local relocation and location elsewhere in the town centre such as co-location with Tonbridge Swimming Pool. Since the study options were prepared a decision has been made to relocate the Angel Centre although its final location will be the subject of a further study.

Alongside the leisure centre, the four design iterations, various themes and land use clusters were explored for the land at High Street East. The components are set out in this design report, but explored in more detail in the accompanying viability report.

Following on from and to be read in conjunction with this Design Report, the Mace Land East of High Street Viability Assessment report establishes high level costings for the respective design iterations developed here and analyses the viability of the elements that make up these design iterations.

Given our approach at this stage is design and placemaking led, we did not expect to reach an optimal position from a viability perspective as such the focus of the viability assessment is to establish the path to a viable scheme to inform which elements best balance placemaking, viability and the Council's objectives.



