
Report on Questionnaire Answers

Questionnaire: TMBC Local Plan - Regulation 18

Question: [Question 26] What are your reasons for selecting this partic...

User Response: Text

Preservation of greenbelt

Tonbridge has the potential to become a much bigger and better town.

Because you didn't provide an option to not develop I have had to select this one.

Tonbridge has all the infrastrucure already in place and there are business and job opportunities in the town.

This is exactly what is needed.

Minimises the use of green field sites. However, this will need careful planning of infrastructure such as GP surgeries and school places.

Current infrastructure is unable to support current traffic in the Tonbridge area. Multi-site complexes have already been built within the town centre where residents have to travel out of Tonbridge for retail and social needs. Opportunities to develop town centre to be more social, economically friendly to small independent retailers and make more use of already pedestrianised areas.

Tonbridge has significant potential for a new master planned community using council owned land: new public spaces, shops and services delivered alongside new homes. The historic character of the town must be preserved but at present there are way too many car parks which is a poor use of land which is otherwise highly sustainable.

Much of the countryside around Tonbridge has a high landscape value and should be safeguarded when there are so many brownfield sites in the town.

We shouldn't build on Green Belt. Having said that, I don't believe that Tonbridge's infrastructure (roads, water, drains, schools, medical facilities) has the capacity for the level of development envisaged in all of the options.

If you are going to build new houses at any cost (seems to the plan) then you should make them places people are actually going to enjoy living in. And that means reducing densities. We saw the impact of this on people during the pandemic.

Better to lose some of the green belt in this area than make people ill.

Because infrastructure and services are already in place

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roof for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

Sick to death of urban sprawl and destruction of green belt

I do not want to see a reduction in the green belt especially around Tonbridge.

We need density

good transport links and access to services. Greater the density the more high street and public transport is supported,

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

ReTaining green space but repurposing of empty units should come first.

However the town is already over full with cars and roads clogged.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and use a brownfield first approach where we seek increased densities in existing areas of high density.

We must prevent sprawl towards surrounding villages, whilst improving infrastructure between villages and larger towns with regular bus services.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I am not a frequent visitor to Tonbridge as there is currently little of attraction for me or my family there. The fact that it is also poorly connected in terms of public transport and the roads are over congested at peak times makes the journey even less worthwhile. I think that in terms of The Local Plan, the fact that it is the principal town in the TMBC area every opportunity should be taken to make it a destination location. This will need a considerable investment in sustainable transport links and a more attractive environment for any visitor.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

We are destroying the natural environment there is too much traffic and over development, there is so much empty space ex office and retail space that could be used, be creative for Goodness sake!

To protect the Green Belt. Town centres have already been sacrificed.

This will make use of sites suitable for development in an already urban area where good transport links are available.

There isn't a need for urban sprawl. But there is most definitely not a need to carve up the Kent Countryside reducing arable and livestock provision and increasing carbon production

If areas can be sensibly repurposed and appropriate services provided, then it makes more sense to use those than to build on green areas which could be improved to help combat climate change and support our wildlife instead.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Less harm to AONB, Green Belt and protection of heritage assets.

The Green Belt was designated for a reason. If we allow urban sprawl on our watch where will it ever end? The answer is it won't, and we will build on more and more of the countryside and end up (to quote Joni Mitchell), viewing trees in museums. Maximising development sites within Tonbridge will invigorate the town, as long as facilities and services match housing so that the town doesn't turn into one huge housing estate, like poor Edenbridge where I grew which has lost its whole identity and sense of community from over development without .

Tonbridge is a large town with all the infrastructure and shops for a large population.

Keep development in the built-up areas, not the countryside...

Key is to maintain the character of an area rather than cramming too much in. Moreover, there is not the parking for intensification in Tonbridge

This is a fine balance and must be made on making Tonbridge an attractive place to live work and relax in.

Tonbridge needs more affordable social housing, not 'executive developments' eating into the green belt. It needs residents who will shop locally and use the town centre not drive out to Tunbridge Wells and Sevenoaks.

Because once greenbelt land is gone there is no going back, Kent is the garden of England and building on it will

User Response: Text

make it a patio rather than a garden

If you are going to build new houses, then at least make them places people will enjoy living in

Tonbridge would be nicer if you took the two way traffic out of the town

To reduce the impact on the Green Belt and natural environment, and to improve sustainability. Plus, Tonbridge has good provision of open space for leisure.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.
(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I think this will have most value to all residents

Green belt should be protected at all costs.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low-density character of existing housing estates on the fringes of the town.

IT should make best use of existings transport/health/retail infrastructure. The caveat however is of course that it

User Response: Text

is possible. If it cannot support the c 800 pa target then I would have no problem at all with moving to option 2 with its associated need for investment and the likely objections that would be rased by more rural communities

This is the best option for transforming Tonbridge into an attractive, functioning town where people will be pleased to live and work.

In addition to skillful town planners, the involvement of representatives from banks, finance institutions, and white collar industrialists plus a talented marketing and sales team would secure the success of this option.

Re-using existing land (caveat being excluding the areas prone to flooding), makes the best sense.

Flooding will be a recurring issue in Tonbridge as our weather changes to be more extreme. Building where this isn't an issue would make the most sense. Releasing some disused land back to nature to give capacity to the river would also make sense

We must preserve Green Belt and Best Most Valuable (BMV) agricultural land. (=Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi rural and low density character of existing housing estates on the fringes of the town.

preserving the Green Belt

Preservation of Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) is vital also to prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Notable to comment.

The centre of Tonbridge is already highly developed with constant pressure of traffic; if further housing development in this area is needed I feel that, although green belt should be protected, this option is probably the better one.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge feels vibrant compared to other equivalent towns. There is a mix of people, shops, restaurants, activities and so on. This is a real positive. Keeping this vibrant involves keeping up footfall and increasing links into town - concentrating "town" activities to towns.

Protecting the green belt is a priority for the majority of residents (e.g. Ipsos MORI polling, 2015).

Maintaining biodiversity, local wildlife populations, and irreplaceable areas of natural beauty.

It preserves Green Belt and Best, Most Valuable agricultural land. (Grades 1, 2, 3A), prevents sprawl towards surrounding villages and preserves the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

TM Borough housing affordability average ratio of 13.4 % is higher than both Kent and Southeast England which TMBC use as the reason for future development. Broadly speaking the distribution of wealth is greater towards the west of the Borough, Tonbridge's affordability ratio being to the order of 19 %.

Using similar logic to TMBC, additional development is required towards the West e.g. Tonbridge (rather than the Northeast of the Borough where it's more likely to be developed).

Predominantly to preserve green spaces and rural areas. People expect town centres to be densely populated. We need to stop cutting down woodland and destroying wildlife habitat to build houses.

We should build homes in vacant offices, retail spaces and derelict buildings rather than on green spaces

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural lands.

To prevent the srwal towards surrounding Villages.

User Response: Text

To preserve the semi-rural and low-density character of existing housing estates on the fringes of the town.

Preserving green belt and agricultural land, and preserving the semi rural nature of the surrounding villages.

Utilising town centre and brownfield sites first to preserve green belt land

A more distributed approach will avoid creating more hotspots, and placing pressure on local services. Tonbridge is already highly congested and focussing development there will simply make the situation worse.

Maximising densities within the urban area of Tonbridge will deliver limited types of dwellings, such as high rise flats and high density terraced housing. Such maximum densities are not going to deliver the breadth of house types needed to support a growing, thriving and balanced community.

Option 2 should deliver carefully designed development within the urban area, which can maximise density where possible, but at the same time deliver quality development on the outer edge of Tonbridge meeting the need of growing families to ensure that all residents have a choice of where to live and are not forced to leave the town due to lack of choice or options for new homes.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low-density character of existing housing estates on the fringes of the town.

With such a small percentage (28%) of TMBC area being outside the Green Belt, no further building should be done to diminish this. All building should be on existing brownfield sites or not at all.

Protection of green open spaces

Must preserve green belt and best most valuable (BMV) agricultural land (equals grades ,l 2, 3a)

To prevent sprawl to surrounding villages.

To preserve the semi rural and low density character of existing housing estates on the fringes of the town

Protect the Greenbelt.

User Response: Text

We must preserve Green Belt and BMV agricultural land. (Grades 1,2,3A)

To prevent sprawl towards surrounding villages

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Must preserve green belt and best most valuable (BMV) agricultural land (equals Grades 1, 2 and 3a)

To prevent sprawl to surrounding villages.

To preserve the semi rural and low density character of existing housing estates on the fringes of the town.

The average new build house will have at least one car and probably two or three and this means that , taking the plans of our council and that of Tunbridge Wells into account , an additional 20.000 cars on the local roads plus service vehicles, contractors and delivery vans.

We **must** preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

There are many sites in Tonbridge that are not being used effectively and lay empty (for example the building which once housed Beales). It is better that we change the use of these sites rather than leaving them to waste. These sites are attractive to potential residents, including younger buyers, as they are close to the town's amenities.

This would help protect the green belt for future generations and be more eco friendly in light of climate change.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge has the infrastructure for a large population

User Response: Text

Noting the existing infrastructure is largely in place, and any new development must be supported by necessary improvements in infrastructure, new waste water treatment, new potable water supply, additional electricity generation and distribution, additional communications and telecom networks, improved gas supplies, as well as local highway improvements, and restructured bus services to provide communication and connectivity between villages and towns.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To Option 1 - Optimise densities on development sites within Tonbridge, particularly on those sites within the town centre, maximising their potential for residential and mixed-use development. Option 2 - Conservative densities on development sites within Tonbridge, minimising the intensification of existing built-up areas for residential and mixed-use development. preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge has by far the best facilities and communications.

Existing infrastructure and preserving greenbelt

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Encroachment on Green Belt of option 2 not desirable.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent

User Response: Text

sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Maximise use of urban areas to preserve the green belt

The Urban areas have most infrastructure services and can be more easily adapted to house more people

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages.
To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Maximising developed areas with infrastructure is better than removing farm land from neighbouring villages.

Once the Green Belt has been developed, it cannot be recovered. Tonbridge has the full range of infrastructure (albeit not in the necessary quantities) to support new housing.

Preservation of Green Belt and Most valuable agricultural land

To prevent sprawl towards surrounding villages

to make the most of the opportunities present by the changing dynamics on the high street

to preserve the semi rural and low density character of existing housing estates on the fringes of the town

User Response: Text

Protection of Green belt and keeping integrity of villages

Green belt and AONB need to be protected

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Maintain integrity of green belt whilst making better use of existing land opportunities in Tonbridge town centre. Perhaps creating a new light industrial area and use existing space for residential??

We must preserve Green belt and best,most valuable (BMW) agricultural land. (Grades 1,2,3a)

To prevent sprawl towards surrounding villages

To preserve the semi rural and low density character of existing housing estates on the fringes of the town.

I think it is important to protect the rural boundaries of existing settlements / villages. Thus for example Hildenborough should not be essentially "merged" with Tonbridge as could well happen if Site 59804 were to be approved for inclusion in the local plan

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

But my choice is not for everyone, because not everyone wish to live in a town - hence there are a large number of people leaving London and the suburbs.

To keep Greenbelt and stop the spread of housing across quality farmland.

We need to preserve Green Belt and stop areas being joined together.

User Response: Text

In theory option 1 makes sense. However unless proper outer ring roads beyond cannon lane and a21 (which also hasn't got access from north Tonbridge, why is there no connection via hildenborough at least) are provided, Tonbridge just cannot take the traffic that comes with it. Maybe south Tonbridge (judd) does, but high street and cannon lane can't. Hence the thought that smaller stations ought to be utilised MUCH better. Borough green, but also the area around hildenborough station or east mailing. Both seem to have fields in walking distance. Odd.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.
(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Development will rely upon existing infrastructure which in turn can be updated rather than encroaching on the Green Belt.

A reduction in road space to provide cycle lanes will be very dangerous in many places - e.g. junctions with the A26 leading into Tonbridge centre. It is completely unrealistic to think that on-street parking can be eliminated, as there is often nowhere else to park.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

(=Grades 1,2,3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low- density character of existing housing estates on the fringes of the Town.

I would prefer to see the Tonbridge town centre pedestrianised, with more green spaces and making better use of the river embankments and adjoining areas in a coherent (not piecemeal) layout.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low-density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (=Grade 1,2,3A).

User Response: Text

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge, like many other towns is losing its retail heart. Big retailers are abandoning town centres in favour of "out of town" retail sites where car parking is not an issue. Local bus services do not however seem to react to this trend thereby further discouraging shopping in local towns or retail parks. More and more shopping is made "on line" with the associated home delivery services which only increases local traffic flow. With more and more vacant retail units appearing in town centres the redevelopment to residential units is sensible. There are only so many vacant shops that can be converted to cafes/ eateries - the capacity to support more is not limitless. Covid has discouraged social meeting to a degree. Inflationary trends will also restrict individuals' spending powers thereby increasing pressure on the leisure and catering industry. It all seems to be one big self-fulfilling prophecy.

Existing infrastructure and protecting greenbelt

Green Belt and AONB were conceived to preserve the natural environment and reduce urban sprawl. The reasons for preserving the Green Belt and AONB are just as relevant if not more relevant today than when they were introduced.

The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas. As the fundamental aim of Green Belt policy is to prevent urban sprawl, protection of the Green Belt and AONB should remain to **check the unrestricted sprawl, prevent neighbouring towns and villages from merging** into one another, to assist in **safeguarding the countryside** from encroachment, to **preserve the setting and special character of historic towns**; to **assist in urban regeneration**, by encouraging the recycling of derelict and other urban land.

Tonbridge is already built up and its character will not change with the addition of significantly more housing - this cannot be said for the small towns and villages in the Green Belt/AONB area. The additional population may also help Tonbridge economically which appears to be less than the sum of its parts.

Concentrating car parking onto one site in a multi-storey car park hidden from view by a residential development (and with green roofs for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

Green field sites need to be protected for wild life and biodiversity

Protect the green belt, protect already overloaded infrastructure, protect existing developments from increased risk of flooding due to overdevelopment of certain areas, protect the gap between Tonbridge and Hildenborough so they remain separate entities.

To avoid having large areas of big shops left unused

Preserve greenbelt and best agricultural land

Prevent urban sprawl

Preserve low density, semi rural housing on town fringes

All mention before

Protect the green belt, protect already overloaded infrastructure, protect existing developments from increased risk of flooding due to overdevelopment of certain areas, protect the gap between Tonbridge and Hildenborough so they remain separate entities.

Option 1 is in line with government guidelines, associated with the uplift due to the high house price / earnings ratio in the borough.

Option 1 is in line with Government Guidelines, associated with the uplift due to the high house price/ earnings ratio in the borough

Covered elsewhere.

Not everyone wishes to live in a town.

Preserve green belt and agricultural land; minimise the need to create increased traffic volumes and climate impact from that due to the out of town location of such developments.

Focus on exploiting PDL, brown field and already invested non-green belt development areas (e.g. Medway gap) and the major transport infrastructure that these benefit from; and therefore avoiding unnecessary 'urban sprawl'

User Response: Text

that might otherwise result.

Tonbridge has the infrastructure for high population.

We should maximise use of existing town sites and brownfield first, ensuring increased densities where appropriate.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.
(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

avoid green field sites

This is a green solution to meeting housing need and sustaining economic development in the urban centres

Build the houses where people can easily walk and cycle to the shops.

As I said in an earlier comment, until it's easier to travel from the outreaches of tonbridge without a car, option 1 is better. Option 2 would just make the traffic problem even worse.

Tonbridge is already a town and has the infrastructure for a higher population. Use of Green belt should be avoided at all costs. This might also help to revive the high street.

Green field sites are too important to lose.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

User Response: Text

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I don't agree with either option as both have the green belt included and this should be protected.

As mentioned above, would prefer existing green field not released for development.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

Must preserve Green Belt to avoid development sprawl and retain the rural fringes to the town, and never destroy high value, high grade agricultural land in favour of development in these pressing times which are predicted to be with us into the foreseeable, if not forever.

Agricultural land must be preserved as must the Green Belt.

To avoid sprawl into our local villages.

As you have explained this will minimise the use of green field sites.

To minimise the need for the release of green field sites beyond the outer edge of Tonbridge, in the Green Belt, primarily for residential development.

Preservation of Green Belt is my priority – once it's gone it can never be replaced, and I believe it should be protected above and beyond anything else.

Consolidating the town centre instead of its current sprawl might make it a more attractive centre and heart of the borough.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Good transport and other infrastructure already in place.

We must preserve green belt and best/most valuable (BMV) agricultural land.

To prevent sprawl towards surrounding village boundaries.

To preserve the semi-rural and low-density character of existing housing estates on the fringes of town.

Tonbridge already has facilities and infrastructure

We must preserve the Green Belt.

We must preserve our Best Most Valuable agricultural land.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I think a combination of both options is the best way forward. Utilising town centre development sites where possible and controlled expansion of the town boundary to permit the development of needs which cannot be met in the town centre. The crucial issue is the provision of infrastructure and services in line with the expansion of the population.

Tonbridge is able to take more development without impacting the town and locale as it is already a dense environment.

Green Belt and AONB are crucial to fight climate change, retain farmland, preserve the natural environment and bio-diversity and reduce urban sprawl.

Green Belt and AONB should remain to stop any urban sprawl, prevent neighbouring towns and villages from merging into one another, and to preserve the setting and special character of historic towns.

Development should be focused on big towns not small rural villages which have already seen much large development.

User Response: Text

Greenfield and aonb should be preserved at all costs

I think greenbelt should be protected at all costs.

There should be no development on Green belt land

Green Belt needs to be preserved for current and future generations.

Preserve Green Belt land

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

protect the green belt

We must preserve Green Belt and Best, Most Valuable agricultural land (grades 1, 2, 3A).

Also, we need to prevent sprawl towards surrounding villages.

Lastly, this will help to preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

high density housing works well, draws people into the centre making sure it remains a thriving place

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

I believe in maximising the use of brown field sites, and raising the importance of Tonbridge town as a useful mix of shops, leisure and residential properties, and to raise the general standard of the town.

we must maintain our green spaces

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Existing infrastructure, protect green belt and AONB

Tonbridge has good transport connections and new mixed use development especially flats for first time buyers or those who wish to downsize should be encouraged especially on any underused brownfield sites within the town.

Much as though I would not like to see development encroach on the Green Belt, I am wary that overly dense

User Response: Text

development in Tonbridge could bring its own tensions, particularly if there is insufficient provision of space and leisure / social interaction opportunities in the immediate surroundings for new residents.

To preserve Green Belt and Best, Most Valuable agricultural land. (Grades 1, 2, 3A)

To prevent sprawl towards surrounding villages

To preserve semi-rural and low density character of existing housing estates on the fringes of town.

As Tonbridge expands the infrastructure would be inward looking as the facilities already exist

Preserve green belt and BMV agricultural land

prevent sprawl to surrounding villages

preserve semi-rural, low density character of existing housing estates of edge of town

They brownfield sites so maximise then ti minimise green belt loss. This also takes advantage of existing infrastructure. Furthermore such sites are generally more desirable for first time buyers needing access to the work place.

We may not like the fact that retail is moving on line. Not totally but fairly dramatically.

Embrace this change and build on the vacated town centre space.

Densities can be maximised as those that will like to live in these urban areas will not want gardens or car parking.

Green Belt land and Best, Most Valuable agricultural land must be protected (Grades 1,2,3a)

To prevent sprawl to surrounding villages

To preserve the semi-rural and low-density character in the existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

(=Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

User Response: Text

To preserve the semi-rural and low-density character of existing housing estates on the fringes of town.

There are people who enjoy living in a town, and those who prefer to live in a village. In general, people who prefer to live in a village do so in the knowledge that there are travel implications regarding some facilities and services, whereas those who opt to live in a town do so in the knowledge that it will be busier with a denser population but with facilities and jobs nearby.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and use a brownfield first approach where we seek increased densities in existing areas of high density.

We must prevent sprawl towards surrounding villages, whilst improving infrastructure between villages and larger towns with regular bus services.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I consider the green belt a good idea. This I have covered in earlier answers.

Tonbridge is already very densely populated and I have already had difficulties getting an ambulance, getting an appointment with my GP and getting an X-ray booked. If there are many new builds in Tonbridge itself then it would put even more stress on local services. It would not be good to tear down lovely historic old buildings in Tonbridge for new builds.

User Response: Text

Less impact on green belt and improve sustainability.

Would promote Tonbridge as a larger town which would enable shops and leisure facilities to be able to flourish. Lots of secondary schools in Tonbridge so reduce need for longer journeys by secondary school age children

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and BMV agricultural land.

To prevent urban sprawl towards villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Encourages use of 'brown field sites' rather than encroaching into Green Belt.

No Response

Preserve Green Belt

Prevent sprawl

Preserve semi-rural character of existing estates

We must preserve Green Belt and most valuable agricultural land.

To preserve the semi-rural and low density character of existing housing estates on the edge of town.

I think we need a middle option

Over intensification in the town of housing will lead to parking problems. Already blocks of flats are built without sufficient parking available to every household. Large blocks of flats are not conducive to a town of Tonbridge's historic character.

User Response: Text

Tonbridge is a major services and communications hub in the borough with the best rail links to London for commuting, as well as many of the best schools. It is the aspirational jumping off point for people moving out of London, looking for more affordable places to buy or rent, but still working in central London. As such it should provide commensurate residential opportunities and amenities but currently it does not. The centre is run down and lacks suitable housing, given over as it is to low density retail, car parks and rail track yards. Residential development is pushed to the periphery, requiring longer bus or car commutes, resulting in congestion and pollution. It now requires a comprehensive and planned redevelopment of the town centre to deliver high quality and high density urban apartments above retail, social and leisure facilities, to deliver an attractive urban living experience, appropriate to aspirations and its strategic location. This requires significant intensification of the central area, but also infill development in the surrounding residential ring of relatively low density mid century development, in order to reduce any expansion of the outer periphery.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Both options are unwelcome given the considerable development that has taken place in Tonbridge in recent years. However optimising densities in the centre is preferable to sacrificing green belt and promoting urban sprawl. That said, optimising densities should not be interpreted as ruining the town with tower blocks. Four storeys should be a maximum.

A good contribution to the situation would be to build a , or several, multi (but not too many) storey car park (s) screened by other buildings to free up the large areas of car parks in the centre for development. I like the idea of a town square on the site of the car park between the arcades and Sainsburys.

My preferred option is **OPTION 1** - to optimise existing areas of development without the need to release GREEN BELT sites.

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue and this must be addressed first.

To avoid development on green field sites beyond town centre but to also retain open spaces in town centre

Tonbridge is already very built up in the town centre presenting an unattractive proposition for potential residential sites.

Better infrastructure and it will preserve the green belt

User Response: Text

I do not want the increase in release of greenfield sites. The rural character of this area should be maintained.

to avoid development on the greenbelt AONB and keep to urban areas where infrastructure present

Green belt land should be protected

Existing infrastructure and protecting green belt/ AONB

No response

It would be good to see more regeneration of Tonbridge both with residential and commercial properties being used to maximum effect, and possibly thereby reducing the need for car use.

better and more economical to use what is already there. Green belt land should be preserved that is what is was designed to be

Existing infrastructure and protecting greenbelt

As per all answers above, building on greenbelt land is not the way forward, there are plenty of existing brownfield sites that can be used.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Prioritises the reduction in need for green field.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low-density character of existing housing estates on the fringes of the town.

User Response: Text

Tonbridge is a town with facilities and infrastructure already in place for a high population.

Design a flood proof development.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. =Grades 1,2,3A

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Preserve Green Belt, and prevent sprawl.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I can't really say, I don't go to Tonbridge often.

we need tonbridge but it is dying needs housing and people quality shops to attract people to live and visit

- maximising potential is my preference above spread out development. Spreading out increases distances to travel, more cars on the road and greater pollution.

Preservation of Green Belt and most valuable agricultural land

Prevent sprawl towards surrounding villages

To make the most of opportunities presented by the changing dynamics of the high street

to preserve the semi rural and low density character of existing housing estates on the fringes of the town.

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Rural areas need to remain rural

Prevent urban sprawl outwards & preserve greenbelt & agricultural land.

Must stop building on green fields when there are brown field sites to use first.

no comment

To minimise the impact on the green belt and natural environment, and improve sustainability. Tonbridge also has good provision of open space for leisure.

The green belt needs to be preserved throughout the county

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. We must preserve Green belt and agricultural land and a brownfield first approach where we seek increased densities in areas where there is already the case is sensible

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

If we are going to use current car parking space to build on then we absolutely must replicate this parking elsewhere as it is still very much used so an easily accessible replacement needs to be made.

I do not believe there are any reasonable grounds to ignore the importance of the greenbelt, especially given that there are options to build elsewhere.

We must preserve Green Belt, Best Most Versatile Land (=Grades 1,2,3A) and other productive agricultural land.

To prevent sprawl towards surrounding villages.

User Response: Text

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Hildenborough is already facing issues with overdevelopment and should not be included in the area for further development. With large developments currently in progress, the B245 road is already busy and further development would create traffic issues and delays into Tonbridge. The plans to include Hildenborough would make local services such as Doctors or schools impossible to get into (with potential for hundreds more houses) which are already full (i had to join a Doctor miles away.... and not in my village). I have two young children and the prospects are already challenging to get into the local schools due to capacity issues. Part of the reason to move here was the schools and green space to walk and enjoy. The village of hildenborough will likely be destroyed by development plans if included. All the proposed development areas in and around Hildenborough include green belt land, "exceptional circumstances for development are not satisfied by house development needs when there are many other local brownfield sites available. Continued destruction of green land will lead to a local ecological collapse, just for some more houses.

This issue is relevant for all village areas.

We must preserve green belt and agricultural land

we must prevent sprawl towards surrounding villages

We must preserve the semi-rural and low density character of existing housing on the fringes of the town

To reduce the use of greenbelt to build on.

Do not build in the Green Belt.

For health and well-being in maintaining the Rights of Way across the Green Belt and AONB for the benefit of future generations.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We need to preserve the green belt, and WFH and the internet has meant we need to repurpose town centres into more living areas rather than just shopping.

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the

User Response: Text

density should drop in order to sympathetically meet the countryside.

Less need for cars if more people can access facilities on foot through living in the town centre.

Green Space should be protected

Green belts were established in England from 1955 to simply prevent the physical growth of large built-up areas; to prevent neighbouring cities and towns from merging. Do not built there.

Better infrastructure and it will preserve the green belt

Better infrastructure and it will preserve the green belt

To protect the greenbelt around Tonbridge and protect against urban sprawl.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

This would help to revitalise Tonbridge as a retail destination

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

To prevent sprawl towards surrounding villages.

User Response: Text

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge is a town and has facilities / infrastructure for a higher population. The greenbelt must be protected at all costs.

Affordable flats in town are what is needed

To protect the greenbelt around Tonbridge and protect against urban sprawl.

Tonbridge has the existing transport and community infrastructure required to support increased housing.

We believe the National Planning Policy Framework (NPPF) expects planning policies and decisions to promote an effective use of land in meeting the need for homes, however to maintain quality of life, physical & mental health of borough residents in Tonbridge & Malling, across Kent & save areas currently in decline such as Tonbridge - urban areas need to be the focus to get people to help with regeneration rather than adding to transport quadmire & causing gridlock.

Best use of finite urban & other brown field land for denser dwellings and reuse of/repurpose of existing buildings, should be promoted by T & M Council as oppose to wide spread executive housing (that benefits developers profits (& are NOT affordable?) on greenfield sites.

Must preserve green belt and agriculture areas

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

Minimise the need to build in the Green Belt.

Tonbridge has the facilities /infrastructure needed by a higher population.

If more housing is close to these facilities, public transport can be used rather than individual cars .

User Response: Text

The green belt must be protected - once it is gone it cannot be reclaimed.

Concentrating car parking onto one site in a multi-storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (i.e Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

To maintain the quality of the character of the area.

Save green belt

Using up the brownfield areas within Tonbridge and not eat in to the Green Belt

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

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Tonbridge is the principal town in the district and has fantastic train connections for trips outside the borough. The town has the infrastructure, schools, shops and services to allow sustainable development without the need for car travel and therefore beneficial to the environment and reducing the need to develop on green spaces which would impact the air quality, bio-diversity and quality of life for existing residents

Tonbridge has well established infrastructure, facilities and access. Only Ashford has a better connected rail station. Tonbridge can be developed as a major hub in Kent with a wide range of employment and social opportunities.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (+1,2,3A)

To prevent sprawl towards surrounding villages.

To prevent the semi-rural and low-density character of existing housing estates on the fringes of the town.

Reduce the continued demand for green field sites, once they are gone they are gone

I want the towns to be areas for development, not rural green spaces. We must improve the services for people who live in the town areas NOW before we build more housing.

User Response: Text

Reuse of existing built and brownfield sites will reduce the need to develop Green Belt. It will also reduce the risk of increasing carbon emissions by concentrating on areas where existing infrastructure can be improved which will benefit existing residents and businesses. Bus and rail links already exist, and can run more efficiently thereby contributing to carbon reduction.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas

Making use of existing sites within an already existing development reduces the stress on an area so long as appropriate schools, surgeries, employment opportunity is developed alongside.

Keep development within existing built up areas

To protect Green belt.

We must preserve the green belt, best most valuable agricultural land.

Prevent the sprawl towards surrounding villages.

Preserve the semi-rural low density character of existing housing estates on the fringes of the town.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and

User Response: Text

carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Maximise use of existing infrastructure, more economical use of urban centre improvement costs, encourage and support shared accommodation and mixed use buildings, space and create greener more attractive spaces.

the main need is for smaller perhaps single person affordable accomodation and this can be provided in Tonbridge. Green land should not be built on and these sites wouldnt meet the needs for affordable housing and wouldnt have the infrastructure to support.

The demand for larger housing has been driven in recent years post Covid when London residents realised they could live in the Kent countryside and wtf 2 or 3 days a week. This is the immediate area we shoudl ffocus on or what current residents might want.

I do not agree that your only option is to build on green belt sites! Build on brown field sites - there are plenty of those!

This minimises the erosion of the green belt.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

The Green Belt should be protected as far as reasonably possible.

There are plenty of housing sites in Tonbridge, why not use them?

Seems sensible. Many people like to live close to amenities and have the ability to walk to work or to the station. Not everyone wants a garden, although there could be gardens on the roofs of flats as well as solar panels. More residential development could mean regeneration of those town centres that are looking down-at-heel. Also, when there are more people walking about, especially at night, people feel safer.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.
(= Grades 1, 2, 3A).
To prevent sprawl towards surrounding villages.
To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge has good transport links and supporting infrastructure to allow for more housing such as flats. I would add this should be done in moderation and not include high rise properties.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Improve areas that are already built up. Preserve green space.

improve already built up areas, preserve green space

A degree of space enhances living environments - building on significant, designed gaps significantly adversely impacts the quality of life aspects associated with developments

I want to protect Greenbelt and AONB areas.

No comments

This would hopefully stop the use of building on Green Belt Land. Tonbridge is a town and has the facilities and infrastructure for high population. Design flood-proof development.

User Response: Text

Mixed-use development seems the way forward, especially with the decline of the traditional high street.

Green Belt land needs to be protected at all costs.

It obviously depends on the site and the actual plans for development but, wherever possible, we should make best use of existing brownfield sites in the town Centre to minimise the need to develop on green field sites, either within the town or on the edge of town

The Green Belt must be protected at all costs.

Sorry i do not feel qualified to make a judgement on Tonbridge sites as we only go there to shop have the odd meal and the go home

Tonbridge has fantastic links to London by train and get road links to the South East. This could become a new Sevenoaks or Tunbridge Wells but the problem is housing stock. There is need to develop good quality as well as a range of houses in/at the outskirts if Tonbridge which would create increased prosperity.

Increasing density within the town where services are available and making living within the town easier and more satisfactory will help everyone. Walking/cycling could be encouraged, reduce car journeys and therefore traffic, bring in investment to the town.

Continue to develop residential urban areas and keep some separation to the rural environments, if this is not done we will lose more countryside and there will be less and less rural areas leaving only built up communities.

As previously stated, east of T&MBC is suffering worse than any other part from over-development.

Therefore anything which reduces that, and if possible increases development inside an urban structure like Tonbridge is much better for the environment as a whole.

We must preserve Green Belt and Best, Most Valuable agricultural land.

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Greenfield sites and green belt land should be maintained.

I believe we should be protecting green field, green belt and undeveloped land at all costs.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Higher build densities can be achieved in urban areas and town centres by building up, without the need to reduce floor space. It is inevitable over time that the demand for housing will encroach into the Green Belt but it must only be done once all other options have been fulfilled.

we need to preserve the greenbelt land

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roof for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent

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sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land (Grades 1,2,3A)

Prevent sprawl towards neighbouring villages

To preserve the semi-rural and low density character if existing housing estates on the fringes of the town.

We must preserve Green belt and best most valuable (BMV) agricultural land. (+ Grades1,2,3A).

To prevent sprawl towards surrounding villages

To preserve the semi rural and low density character of existing housing estates on the fringes of the town.

So that we do not destroy Green Belt land that we might need for food production

Because it is essential to protect the Green Belt and AONB. Development within these areas would have a significant adverse effect on the natural beauty and resources within Tonbridge and Malling. It is important to protect, conserve and enhance this for future generations.

But please no high-rise (over 4 storeys) and please ensure parking. Also rooms should be a liveable size.

The Green Belt is there for a very good reason and you start to use it at your peril. If you do away with it, where will it stop? Hildenborough and Tonbridge are already joined as if one place. You can imagine Hadlow and Tonbridge becoming one large sprawl and I am certain that the inappropriate use of Green Belt for residential use is not the way forward at all. If I wanted to live in a super large housing estate I can sell up and move to Londonistan.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge is a town and therefore further development here will be more in keeping with that environment.

To release sites outside of Tonbridge risks changing the feel of these places- eg villages become more like towns. You need to preserve different types of area and respect that people chose to live in them for a reason. People choosing to live in a village do not want a town forced upon them.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

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We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

infrastructure and protecting the green belt

having adequate green space for agriculture and to mitigate loss of habitat for important plants and species which contribute to the health of people and the planet.

Building a single site multi story carpark hidden for view by residential development would free up considerable land for residential development and would allow the council as landowner to specify high quality social rented housing.

Green belt and agricultural land (grades 1,2,3A) must be preserved to limit climate change and provide for food security.

Urban sprawl and coalescence must be prevented to preserve character of location and infrastructure between villages and towns must be improved.

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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Save greenness. More people housed in the town, will bring life back to the town centre.

Preserve green belt land. Prevent areas sprawling into each other. Maintain the feel of existing housing on the edge of town

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

To reduce the impact on the green belt and natural environment, and improve sustainability. Tonbridge also has good provision of open space for leisure and other cultural activities.

If there are brown field sites in Tonbridge town centre and the immediate surrounding area, then this would be a good use of land. However, Tonbridge is regularly flooded so unless major work was undertaken to do something about this, then I do not see how more building would help. On the other hand, Tonbridge High Street has lots of potential and if there were more residents within walking or cycling distance, then retailers would benefit.

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Option 1 gives the opportunity to maximise use of brownfield sites, build to higher densities, and use existing infrastructure which will not only take the pressure off greenfield sites but also improve Tonbridge as a thriving and buoyant town. Improvements in air quality however must be considered and ensuring flood risk is avoided. Flash floods and higher levels in the Medway as sea level rises must be planned for.

To minimise encroachment on the Green Belt and impact on bio-abundance and biodiversity, avoid impairment of the landscape and heritage in and around our villages and avoid coalescence.

Tonbridge's facilities are badly in need of rejuvenation and that could be forced on developers if the town itself was improved in an intelligent and well planned fashion

To save development pressure on out of centre green field and green belt sites

I do not believe there are any reasonable grounds to ignore the importance of the greenbelt, especially given that there are options to build elsewhere.

This minimises the release of green field sites, which I would implore TMBC to do.

integrity of the Green Belt is key. Tonbridge is a fantastic town with a lot more potential - such as the recent riverside developments - for the benefit of the town and those in the new areas.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge can cope with more development better than Green Belt development.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

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This minimises the release of green field sites, which I would implore TMBC to do.

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In order to protect greenbelt land (there is real need to protect and increase biodiversity as one way to tackle the climate emergency) and land of high agricultural grade use - incredibly important that we do not decrease our food security any further by building on agricultural land, particularly grade 1.

Any strategy that preserves green belt has my vote. Need to prevent urban sprawl and merging with surrounding villages.

Repeating my earlier observations.

Retain the green belt

Reduce urban sprawl

Continue to use the farm land as intended and grow our own food

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Protect the Greenbelt and prevent urban sprawl

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenSeld

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sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Preserve AONB and GB.

The green belt and AONB must be preserved at all costs for cultural and environmental reasons that cannot be neglected.

It's a forced choice as Green Belt must be protected at all costs.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (5 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

The flood barrier protection of Tonbridge, a cash injection into a tired town, optimising heritage aspects such as the castle, improving housing stock, improved transport: bus routes, cycle routes, train services between linked towns.

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Tonbridge is a town and has facilities and infrastructure for high population

Please see previous comments

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

It is considered that Option 1 could have a significant impact on the townscape of Tonbridge through over-density, and the delivery of large quantities of housing that are not market-facing in the post-pandemic world.

There is of course a place for flats and redevelopment of brownfield land, but there needs to be opportunities for people to grow families within the principal town by delivering a mix of housing on greenfield sites that can deliver new services and facilities and enhance access to and the enjoyment of the countryside as part of development.

We would also highlight a concern that there may be significant pressures on less valuable uses to be redeveloped for residential – which could lead to the loss of jobs and services in the town through new development.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

To build Tonbridge community and retail commerce and protect Greenbelt for all to enjoy and of benefit to our climate.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Preservation of the Green Belt by concentrating residential and other built development where it currently is or otherwise outside the Green Belt. Any loss of the Green Belt and land used, or which could be used, for agricultural purposes would be severely detrimental to the interests of future generations.

Preservation of green belt/prime farmland

I strongly disagree that your only option is to build on green belt land that is simply untrue . Look to use other sites that do not entail destroying local villages and communities. Use old airfields and brown field sites. The green belt is sacred land and needs defending and preserving.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

In order to minimise development in the Greenbelt. Concentrate development where existing infrastructure allows.

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Concentrating car parking onto one site in a multi-storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

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We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

The focus should be on making the town the best it can be (ie filling vacant units, improving the green spaces etc) rather than expanding onto the Green Belt.

Preservation of the Green Belt by concentrating residential and other built development where it currently is or otherwise outside the Green Belt. Any loss of the Green Belt and land used, or which could be used, for agricultural purposes would be severely detrimental to the interests of future generations.

Tonbridge is sufficiently dense. The extension of development beyond the outer edge is more realistic.

Tonbridge needs more people to waken it up. It could be a vibrant town if more housing was invested in.

Stay away from the countryside

We need to keep our countryside

User Response: Text

Empty commercial sites within Tonbridge town centre should be used for development

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

I feel it is very important to [a] preserve the Green Belt and also the Best, Most Valuable [BMV] agricultural land [Grades 1,2,3A], [b] to prevent sprawl towards surrounding villages and [c] to preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

It's what I believe is required

WE CANNOT AND MUST NOT DEVELOP ON GREENFIELD SITES. This should be sacrosanct.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

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Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge town centre is already over developed

I feel there is a balance to be struck, which necessitates some new housing outside of existing sites in Tonbridge, provided the infrastructure is in place. Surely there are brownfield sites for housing though? Why is it a case of Green Belt, or Cram more into the town?

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the density should drop in order to sympathetically meet the countryside.

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Green belt once lost will never be recovered and as we are about to enter climate change crisis we need to keep green spaces.

Development should not destroy the fabric of the town by extending further from the centre.
Dense town centre / brownfield construction should be prioritised but nothing should detract from the castle which must remain the key focal point of the town.
Buildings surrounding the castle, especially on the opposite riverbank should be sensitive to the historic monument that overlooks them.

Concentrating car parking onto one sites in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys).
Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

I do not want any of the Green Belt to be taken away for the development of houses, businesses or public amenities., nor any of the Areas of Outstanding Natural Beauty (AONB) to be encroached on.

I do not want any farming land to be used for housing because we will need to grow more of our own produce in the coming years, and these farm lands often abut the Green Belt and AONB.

Option 1. protects the historic nature of the villages within T&M

The surround countryside of Tonbridge is one of it's key attractions. outdoor activities are well provided for and encouraged in the large open spaces surrounding the town.

Keeping the towns in the towns and the countryside in the countryside will surely be less intrusive on those that prefer to live in either of those spaces. Supporting an expanded town will be less expensive and make pollution and emissions far easier to mitigate then spreading housing over villages that turn into towns. In short residents of both will be happier and so will climate change targets.

To help keep new properties closer to major towns with suitable roads and infrastructure to meet the demands of

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the growing population, and not building around small villages that will not cope with hundreds if not thousands of new residents

Because it is essential to protect the Green Belt and AONB. Development within these areas would have a significant adverse effect on the natural beauty and resources within Tonbridge and Malling. It is important to protect, conserve and enhance this for future generations.

I think it makes better sense to optimise densities at Tonbridge, rather than the higher costs associated with lots of little sites m- it's just inefficient

Increasing density reduces the need to build on green field sites with all the benefits of maintaining amenity for outdoor activity, for nature and for farming that the option brings

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Whilst the principle of making an efficient use of land is supported, building at higher densities can be to the detriment of ensuring a mix of types and tenures of housing is delivered – most often, that of family housing and affordable. Alongside ensuring development can deliver a mix of housing, it is also vital that in accordance with the NPPF, schemes are well-designed, attractive and create healthy places (paragraph 124). Therefore, whilst higher densities can be pursued in some circumstances (ie, in a town/city centre or around a transport hub(s)), it is not a one size fits all approach.

Further, and as evidenced elsewhere, development sites within urban locations/brownfield sites often involve long lead in times owing to site-specific delivery constraints, for instance, costs associated with remediation/difficulties with design. Consequently, this can impact the viability of development affecting the delivery of affordable housing. To the contrary, the development of homes on greenfield sites allows for family homes to be delivered with policy compliant levels of affordable housing and within shorter lead-in times. This is especially relevant given the affordable housing need of 283 dpa each year^[1].

It is also important to consider the impacts of COVID-19 which have driven the need for more space/outdoor areas/gardens. Indeed, this was supported through the Council's own household survey (with the findings within the Housing Needs Assessment (July 2022)) with 14.7% of respondents wanting more space (for home working

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etc) and 11.9% looking for a property with a larger garden/outdoor space^[2].

It is therefore suggested that in the expectation for the requirement of residents wanting more space likely to remain, areas where higher densities are considered appropriate, need to be carefully considered. Thus, we suggest that it is Option 2 which should be taken forward through the Local Plan.

^[1] Housing Needs Assessment (July 2022) – paragraph 5.12

^[2] Housing Needs Assessment (July 2022) – paragraph 5.10

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We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must use brownfield sites where possible, a lot of the infrastructure is already in place and car there will be a reduction in the carbon footprint.

Tonbridge has the existing infrastructure to deal with more housing. We need to not build on greenbelt land, once its gone, its gone forever.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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We don't see that as an 'either' 'or' option and we suspect that a balance between the two would benefit the area but we do not have sufficient local knowledge to comment further.

Protecting the green belt.

Make use of unused existing buildings for residential development to avoid destroying green belt and rural communities.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the density should drop in order to sympathetically meet the countryside. The necessary infrastructure already exists in the urban areas making it easier to integrate housing.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield site approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

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Tonbridge town centre has benefitted from past restrictions on out-of-town retail development, meaning it now

User Response: Text

benefits from having major supermarkets in the centre of town (unlike many towns). This should be capitalised upon, so as to ensure a vibrant town centre for years to come. There is an opportunity to develop the Angel Centre and old Beales store.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

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We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Tonbridge is a town that has the infrastructure to support more development

Reduce the pressure on roads by keeping as much development as possible central

We must preserve the Greenbelt and prevent urban sprawl encroaching on surround villages

Better use of brownfield and existing sites within existing town boundaries should be the only option

Difficult choice, but we must try and maintain the green belt at the top of the priorities triangle.

Protection of green belt sites. Replace existing poor quality housing

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

User Response: Text

(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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My reasons for this are the same as my reasons for not building on any green sites already stated within this consultation

Rely on existing (albeit upgraded) infrastructure. Preserving green space.

The intensification option must be considered to be compliant with national guidance (on the reuse of previously developed land and before land is released from the Green Belt) but it will not deliver sufficient quantities of land to meet development needs. The intensification option is also likely to be limited in historic city and town centres where historic assets will need to be protected. It is also likely that there will be infrastructure capacity issues associated with significant levels of new development within existing settlements e.g. schools and health services already at capacity with limited scope to expand.

We have concerns as to what is meant by optimising densities on development sites as it does seem to be encouraging a “town cramming” approach and driving dwelling types toward smaller properties and flats. This does not reflect the housing need in the town.

User Response: Text

On the basis of the Housing Needs Study 2022, the overwhelming need in Tonbridge is for 3 and 4 bed houses and 1 and 2 bed bungalows – together these make up between 55-75% of the market housing and affordable (rented) needs.

As stated in our response to other questions, Tonbridge should be identified as a separate urban area at the top of the settlement hierarchy as it offers the greatest potential to accommodate development in a sustainable manner. As it is inevitable that Green Belt release will be required in the Borough, this should be at Tonbridge where the benefits will be most profound.

Land is available at for development at Tonbridge to support the Councils growth strategy. There is potential to deliver an integrated new community to the western edge. A phased approach can be taken to help deliver and sustain a rolling 5 year housing land supply in the early years of the plan.

Please see accompanying site specific documentation.

See response to Q2

Green spaces should not be built on

Any building on greenfield / green belt land has to as a last resort. These areas need to be maintained for future generations, wildlife and minimising pollution

It gives opportunities for younger and older people in live closer to essential facilities

If you would like to live in a town, please live in a town. If you have chosen to live in a village that is your choice. Please do not try and make a village into a town.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

1. Urban sites are clearly an important element in the overall strategy for the delivery of new housing.

User Response: Text

1. However, it is considered that it would not be appropriate to seek to 'cram' high density development onto such sites simply based on the aim of then reducing the need to develop Greenfield / Greenbelt sites.
1. This is because there is often a disconnect between optimistic density assumptions made in urban capacity studies and the actual reality of then achieving these through the development control process, particularly in the context of a drive for higher quality design, minimum space standards, amenity space requirements, urban greening etc.

4. It is considered that the more conservative density assumptions should therefore be adopted. This will prevent a situation occurring whereby the plan ultimately does not deliver the housing requirement as a result of urban sites not reaching higher aspirational densities when the reality of achieving these appropriately is assessed through detailed planning applications.

We have to save green spaces!!!

See response to Question 4.

We need to prevent urban sprawl

We need to optimise the existing buildings some of which are derelict or empty. Redevelop existing areas rather than spread into Green Belt.

Protecting the green belt and countryside is vital for the future

If there are aggressive targets to be met, it makes sense to concentrate on town centre and brownfield sites to minimise the need to develop on greenfields to the perimeter. Town centres are gradually reducing their relevance so changing use in an area that is likely to see reduced opposition would be an easy win.

To make best use of the facilities available in Tonbridge. Be flexible: depending on demand for retail space some of the marginal retail space could be re-purposed as housing.

Tonbridge needs more services as there is always plenty of housing/flats

I would support enhancement of the town such that the existing facilities may be used to best result. Expanding the Green Belt is considered to be of detriment.

User Response: Text

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the density should drop in order to sympathetically meet the countryside.

Higher density housing can be provided at a lower cost per unit and reduces the need to use greenfield sites. However this should not be balanced with the need to maintain our built heritage.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys).

Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

We must preserve Green Belt and Best Most Valuable agricultural land (Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages, whilst improving infrastructure between villages and larger towns with regular bus services and safe cycle lanes.

Protection of Green Belt

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys).
Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents

The green belt will be saved and the brownfields will be utilised

The Green Belt must be preserved.

User Response: Text

No Response

Brownfield/ previously developed sites should be used first.

Tonbridge can cope with the increases where the more rural areas plainly cant and would be ruined.

Sadly, Tonbridge is what it is - a commuter town which has grown larger due to the railway. It should not sprawl further and damage the surrounding rural communities.

No response

Many really good life features require high population densities. I always worry that one will get high population density without providing the benefits.

I live in Hildenborough and feel that the current schools, doctors and transport facilities do not support the addition of more development other than the Oakhill site and Care Home.

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We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

See above comments on preference for brownfield sites.

User Response: Text

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Resource efficiency + economies of scale

To save our precious Green Belt

Maximise urban areas for location of any housing needs.

Building in Tonbridge town centre has already occurred over the last couple of decades with inadequate parking and knock on traffic issues. Further residential development in the centre can only make things worse.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

I would only support Option 1 if there is genuine investment in services and facilities. Currently they are not adequate (i.e. in terms of congestion, healthcare). But overall I support minimising urban sprawl. In building up Tonbridge there must be maintenance of access to green space (e.g. not giving over surrounding parkland for development)

To preserve green field sites and areas of natural beauty

Enhance and improve current town and urban areas

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

User Response: Text

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Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue and this must be addressed first.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

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An area with great road links (A21, A26) and regular rail services. It is still an area to aspire to and the growth would benefit the developed industrial and commercial areas already there.

Existing roads could be developed in regards to coping with the increase housing

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A). To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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User Response: Text

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

We welcome the objective to encourage the re-use and redevelopment of previously-developed land. Such redevelopment should seek to preserve existing mature trees and protect existing habitats on biodiverse brownfield sites. High density housing should seek to accommodate trees along boundaries, paths and in areas of public space.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of green field sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents. We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brown field first approach where we seek increased densities in areas where that is already the case is sensible. We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Whilst the principle of making an efficient use of land is supported, building at higher densities can be to the detriment of ensuring a mix of types and tenures of housing is delivered – most often, that of family housing and affordable. Alongside ensuring development can deliver a mix of housing, it is also vital that in accordance with the NPPF, schemes are well-designed, attractive and create healthy places (paragraph 124). Therefore, whilst higher densities can be pursued in some circumstances (ie, in a town/city centre or around a transport hub(s)), it is not a one size fits all approach.

Further, and as evidenced elsewhere, development sites within urban locations/brownfield sites often involve long lead in times owing to site-specific delivery constraints, for instance, costs associated with remediation/difficulties with design. Consequently, this can impact the viability of development affecting the delivery of affordable housing. To the contrary, the development of homes on greenfield sites allows for family homes to be delivered with policy compliant levels of affordable housing and within shorter lead-in times. This

is especially relevant given the affordable housing need of 283 dpa each year⁴.

It is also important to consider the impacts of COVID-19 which have driven the need for more space/outdoor areas/gardens. Indeed, this was supported through the Council's own household survey (with the findings within the Housing Needs Assessment (July 2022)) with 14.7% of respondents wanting more space (for home working etc) and 11.9% looking for a property with a larger garden/outdoor space⁵.

It is therefore suggested that in the expectation for the requirement of residents wanting more space likely to remain, areas where higher densities are considered appropriate, need to be carefully considered. Thus, we suggest that it is Option 2 which should be taken forward through the Local Plan.

My previous comments apply:

Q4. I do not believe that the Council is looking deeply and radically enough at the opportunities within Tonbridge

User Response: Text

Town Centre and particularly redeveloping existing commercial buildings and making the most of the abundance of airspace that is ready and waiting to be utilised. In my view that should be properly tested first because it is fully in accordance with NPPF policies, can be set within a vision that looks at least 30 years ahead and is a potential game changer on many fronts including making effective use of land, achieving appropriate densities, rejuvenating the town centre, adopting modern working practices, promoting sustainable transport, minimising reliance on the motor car and protecting the maximum amount of Green Belt Land.

Q11. The thrust of the policies should be to maximise land use within Tonbridge Town Centre; if you do that, you minimise the amount of housing that needs to be provided elsewhere, and that in turn minimises the impacts on the Green Belt (and the wider natural environment).

Too much green field sites have already lost. It has to stop !

But why Tonbridge? It is cut off by the lack of East/West transport links. I used to work in Tonbridge but haven't been there since I changed jobs over 20 years ago. I regularly go to Maidstone and Sevenoaks but would never dream of going to Tonbridge.

Tonbridge has great amenities and it's a bustling Town where I feel people would have access to everything on their doorstep. Plus if we can preserve the countryside it is only a short journey for residents of Tonbridge to come out and explore/enjoy/appreciate the Green Belt and AONB.

Town centres are already ruined. Rural areas like West Malling should be preserved. Kings Hill is already too big.

Preserving the green belt

I focused on the word optimise as I don't agree that all site should be dense.

Existing infrastructure and protecting green belt

Option 1 minimises impact on Green Belt and AONB which is so important to character of the area - retains something for new and existing residents.

The NPPF states it must be demonstrated that all other reasonable options have been fully examined before an exceptional case can be made for using Green Belt land. Given that the Green Belt Study says (p5, para 2.2) there is no formal definition or criteria on exceptional circumstances, is it possible for anyone to be confident that all

User Response: Text

reasonable options have been fully examined?

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To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

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User Response: Text

(= Grades 1, 2, 3A) and a brownfield approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Housing in Tonbridge would make use of brownfield sites. Keeping green belt gives everyone the opportunity to enjoy nature rather than endless housing estates.

Concentrating car parking onto one site in a multi storey car park would free up space for residential use.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land.

(= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

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User Response: Text

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- To preserve Green Belt and Best, Most Valuable (BMV) agricultural land (Grades 1,2,3A)
- To prevent sprawl towards surrounding villages.
- To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

The urban area of Tonbridge does not have one uniform density. Whilst the NPPF is supportive of making effective use of land, Para 124 identifies that there are 5no. elements to establishing an appropriate density of development for a Site. These include: the identified need for different types of housing; local market conditions and viability; desirability of maintaining an area's prevailing character and setting; and, the importance of securing well-designed places. As such, whilst high density development might be suitable for Tonbridge town centre, this is less likely to be the case in the more suburban areas of the town. Consequently, there will be a limit to the capacity of urban sites for delivering housing.

The Urban Capacity study found a total of 31no. sites which have the potential to deliver 1,102 dwellings on the basis of maximised development densities of up to 123dph. It is unlikely that all the identified sites would be able to deliver at a density of 123dph when considering site constraints and all other matters that factor into determining appropriate development densities detailed in NPPF Para 124. This notwithstanding, the delivery of circa 1,000no. new homes would not be sufficient to substantially address the full housing needs for the Tonbridge area. Releasing land adjacent to the urban area will therefore be required to provide new housing to meet housing needs over the Plan Period to ensure places are well designed and sustainable.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

It is important the consequences of these two densification options are not just presented in terms of a perceived negative impact associated with release of green field / Green Belt land. Whilst we generally support the optimisation of urban densities, it is important the public are briefed on the consequences of this for their urban areas, including to the character of such areas, and for infrastructure capacity, open space, air quality and associated factors. It is also important to ensure the consequences of releasing green field / green belt land is not just presented as a negative option. It is important to optimise the use of urban areas, but acknowledge as the Council have elsewhere in the draft Local Plan, that these cannot meet all of the

User Response: Text

boroughs needs in a sustainable manner. This includes for example the need for family housing, which is harder to address through the densification of urban areas. It is also important to note greenfield / belt sites are also more likely to be able to deliver new public recreational spaces and other infrastructure, which in some instances is generally harder to deliver in urban areas where densification is the goal and space and viability prohibits.

Rydon does not have a view at this time.

Option 1 gives the opportunity to maximise use of brownfield sites, build to higher densities, and use existing infrastructure which will not only take the pressure off greenfield sites but also improve Tonbridge as a thriving and buoyant town. Improvements in air quality however must be considered and ensuring flood risk is avoided. Flash floods and higher levels in the Medway as sea level rises must be planned for.

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Green belt must be protected. Development within walking distance of Tonbridge rail station as well as services and retail with reduced traffic.

Strategic options for Tonbridge are matters for Tonbridge residents.

The sustainability benefits of Option 1 are recognised, though this is not as deliverable option owing to land availability. Thus the most sustainable option is a combination of both Options 1 and 2, to ensure modest densities and appropriate Green Belt release.

There are a limited number of brownfield sites available in existing settlements in most LPA areas and it is inevitable that greenfield land will need to come forward, including land released from the Green Belt, to deliver the homes and other forms of development needed in any given area. TMBC is a borough constrained by a considerable area of green belt, notably around Tonbridge which is the only tier 1 settlement and main town in the borough. Thus, for Tonbridge to grow and become more sustainable, green belt land must be released.

Site 59764 does not contribute to the 5 purposes of the green belt and provides a prime opportunity for land release where it can secure real and tangible benefits for the community and town. This position is supported by the fact that site 59764 was draft allocated in the withdrawn emerging Local Plan. Importantly, the SOS's decision that the plan was unsound did not relate to the site's allocation.

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Option 1 is in line with government guidelines, associated with the uplift due to the high house price / earnings ratio in the borough.

Option 1 is in line with government guidelines, associated with the uplift due to the high house price / earnings ratio in the borough.

Option 1, whilst recognising that this will still not meet housing needs for the West Kent HMA, and therefore there must be Green Belt release at suitable locations adjacent to Tonbridge and the rural service centres in this part of the borough.

As set out in previous questions, Tonbridge is the largest and most sustainable settlement in the West Kent HMA within the borough. It is therefore right that densities of suitable land in Tonbridge should be appropriately high, to make best use of land.

However, as demonstrated in the UCS, there is not sufficient available land to accommodate housing need in the West Kent HMA within Tonbridge. Accordingly, even with increased densities there will remain the need for development at the edge of Tonbridge, and the other larger and more sustainable settlements in the western part of the borough: i.e. the RSCs including Hadlow. Land at Maidstone Road, Hadlow and Goldings Yard, Stocks Green Road TMBC reference 59615 represent such suitable sites. In accordance with paragraph 141 a) and b) of the NPPF it will be important for TMBC to demonstrate that density of development has been optimised at Tonbridge prior to Green Belt release.

Recognising the above, it is nevertheless of vital importance that the maximisation of densities is not at the expense of protecting the townscape of Tonbridge (including important designated heritage assets), and must reflect both the flooding constraints and the air quality issues within the centre of Tonbridge.

Accordingly, Fernham Homes preferred strategy is Option 1, whilst recognising that this will still not meet housing needs for the West Kent HMA, and therefore there must be Green Belt release at suitable locations adjacent to Tonbridge and the RSCs (including Hadlow) in this part of the borough.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

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To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

User Response: Text

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A).

To prevent sprawl towards surrounding villages.

To preserve the semi-rural and low density character of existing housing estates on the fringes of the town

My preferred option is **OPTION 1** - to optimise existing areas of development without the need to release GREEN BELT sites.

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue and this must be addressed first.

Tonbridge is a town, and has the facilities and infrastructure for a high population. Design flood proof development

All these schemes are knee jerk reactions. The need for further research into human resources needs to be investigated and a better plan thought through.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Option 1: Maximise build densities on development sites within Tonbridge, particularly on those sites within the town centre, maximising their potential. This would minimise the need for the release of green field sites beyond the outer edge of Tonbridge, in the Green Belt, for development.

Option 2: Keep build densities as they are. This would increase the need for the release of green field sites at and beyond the outer edge of Tonbridge, in the Green Belt, for development.

In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the density should drop in order to sympathetically meet the countryside.

User Response: Text

Preserve green belt and BMV agricultural land. Prevents urban sprawl of towns preserve low density character of the town.

Green belt and agricultural land must be preserved. Resist encroachment into outlying villages.

Tonbridge is a town and has more facilities and a better infrastructure.

Using redundant retail space for housing.

As described above, minimise Green Belt development.

Use space available in town first before encroaching on current open areas.

This option builds on an existing urban location.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development.

While there has been substantial residential development in some parts of Tonbridge centre in recent years, there remain some sites that still could and should be enhanced. So much of Tonbridge town centre comprises open-air car parking.

Optimising densities in the centre is preferable to sacrificing green belt and promoting urban sprawl. That said, optimising densities should not be interpreted as ruining the town with tower blocks. Four storeys should be a maximum. We urge the planners to take account of how developments impact on views across the town from vantage points like the castle and seek to mitigate these with design constraints.

A good contribution to the situation would be multi storey car park (s) screened by other buildings to free up the large areas of car parks in the centre for development.

Tonbridge is a town, and has the facilities and infrastructure for high population but need to Design flood proof development

User Response: Text

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue there, and this must be addressed first.

We must preserve green belt and agricultural land to preserve semi rural land

My preferred option is **OPTION 1** - to optimise existing areas of development without the need to release Green Belt sites.

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue there, and this must be addressed first.

optimise densities on sites within Tonbridge, minimising the need for the release of Greenfield and greenbelt sites outside of Tonbridge.

Tonbridge is a town and has the facilities and infrastructure for high population.

Neither of these options appear to recognise that the significant existing infrastructure/highways pressures/constraints that the town currently faces, as discussed above. We believe, as previously stated (see Q.11), that the Local Plan should adopt strategic polices that should first look to focus development away from areas with severe capacity issues and/or have significant constraints. For the case of a more sustainable allocation of development in Tonbridge, e.g. if a lower housing requirement was adopted (given the out-dated ONS figures that overestimate this need, see Q.12), then we would slightly favour: Option 1: Optimise densities on development sites ... This would minimise the need for Green Belt land release, as advocated in our comments above. However, as stated above (in Q.19), we are concerned about the potential of over-development of our town, due to the significant existing infrastructure/highways pressures/constraints.

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Question 27

User Response: Text

What should be the main role of Tonbridge Town Centre moving forward? Should the priority be for shopping or for leisure, social and cultural uses or a balance of these? (max. 6000 characters)

Tonbridge should concentrate on its strengths as an attractive place to visit for shopping and leisure activities. Tonbridge should look at other successful towns of a similar size and situation. Lewes for example has become an attractive destination for visitors and residents as independent specialist businesses have thrived and people travel in to use them and other retailers benefit from secondary spend. There should be a balance of shopping, leisure, social, educational and cultural facilities.

Planning should consider young people. The current high street shops are unappealing for young people who travel outside the borough to shop. They also travel to Sevenoaks and Tunbridge Wells for cinemas, bars, dance venues, bowling etc. This deprives the local economy of a lucrative source of revenue. The town is more likely to thrive if it is made more vibrant and aesthetically appealing to teenagers and young adults. We have excellent schools for 11yr-18yr olds in the town, and yet this population is poorly served. If they enjoyed the town, rather than going to neighbouring towns for shopping and entertainment, this may generate a greater sense of town pride and a willingness to live, work and serve the local community.

Tonbridge must develop its offer as an historic tourist destination within Kent. The town has a very impressive calendar of events, many held on the council's own property assets, and these attract people in to support the local economy. We need to work harder to attract visitors to stay for a weekend or longer and use Tonbridge as a base to explore the wider region.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Option 1

Optimise densities on development

sites within Tonbridge, particularly on

those sites within the town centre, maximising their potential for residential and mixed-use development.

Consequence for the need for additional development land

Minimise the need for the release of greenfield sites beyond the outer edge of Tonbridge, in the Green Belt, primarily for residential development

Option 2

Conservative densities on development sites within Tonbridge, minimising the intensification of existing built-up areas for residential and mixed-use development. primarily for residential development.

Consequence for the need for additional development land

Increase the need for the release of greenfield sites at and beyond the outer edge of Tonbridge, in the Green Belt, primarily for residential development.

User Response: Text

Select up to 1 option.

Option 1 - Optimise densities on development sites within Tonbridge, particularly on those sites within the town centre, maximising their potential for residential and mixed-use development.

Option 2 - Conservative densities on development sites within Tonbridge, minimising the intensification of existing built-up areas for residential and mixed-use development.

Question 26

What are your reasons for selecting this particular strategy option for Tonbridge (outline briefly (max. 6000 characters))?

Concentrating car parking onto one site in a multi storey car park hidden from view by a residential development (and with green roofing for aesthetics and carbon capturing) would make sense and free up considerable space for residential use which would be highly sustainable. If we are to minimise the need for the release of greenfield sites in and beyond the outer edge of Tonbridge, we need to build at a reasonably high density (4 storeys). Creating a town square between the High Street and a secondary retail area would enable a community space for the use of nearby residents.

We must preserve Green Belt and Best, Most Valuable (BMV) agricultural land. (= Grades 1, 2, 3A) and a brownfield first approach where we seek increased densities in areas where that is already the case is sensible.

We need to prevent urban sprawl encroaching on surrounding villages; whilst improving infrastructure between villages and larger towns with regular bus services, and safe cycle lanes.

Minimise need for release of greenfield sites.

To preserve Green Belt and BMV agricultural land grades 1, 2, 3,a

To prevent sprawl of surrounding villages

To preserve semi rural and low density character of existing housing estates on fringe of town

Tonbridge is a town and has the facilities and infrastructure for high population.

There needs to be a balance between the two. We don't want too much high rise development.

Tonbridge is already equipped to deal with expansion. We don't have the required infrastructure to maintain the current population.

User Response: Text

In addition to the options presented at Question 3 of the consultation document, the SA (at pages 94 to 100) sets out two alternative options for development in Tonbridge (as cross-referenced at pages 54 to 55 of the Consultation Document).

The first of these options considers the potential to optimise development densities within the Tonbridge Urban Area, whilst the second considers the impacts of applying policies to restrict densities and intensification within the Town.

Option 1 has the advantage of maximising the number of new homes that can be secured, through the use of previously developed sites, within the largest town within the Borough. This will give rise to sustainability benefits, as is correctly recognised in the SA's scoring (at pages 96 and 97 of that document).

However, the Urban Capacity Study Report (July 2022) indicates that a total of 1,946 dwellings could potentially be provided on identified urban sites across the Borough. Of these 1,102 dwellings could potentially be secured through the redevelopment of sites within Tonbridge (including Hilden Park).

Therefore, the potential contribution of housing supply from PDL sites (across the Borough) represents just 12.2% of the total housing need identified over the Plan-period (15,941). This also assuming that every previously developed site can be successfully brought forward, which is unlikely in practice - when taking account of highways impact / network capacity considerations, etc. It is apparent then, a strategy of densification in Tonbridge is not capable of addressing the scale of housing growth that the Local Plan has to address.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

We MUST preserve Green Belt and Best, Most Valuable (BMV) - Grades 1, 2 & 3A agricultural land. To prevent sprawl towards surrounding villages. To preserve the semi-rural and low density character of existing housing estates on the fringes of the town.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue and this must be addressed first.

Tonbridge is a town and has more facilities and a better infrastructure. However, flooding is an issue and this

User Response: Text

must be addressed first.

Tonbridge is a town and has facilities and infrastructure for higher population.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof developments.

Tonbridge is a town with the required infrastructure.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

My preferred option is **OPTION 1** - to optimise existing areas of development without the need to release GREEN BELT sites.

Green belt that includes agriculture land must not be used for housing development. It is for farming, particularly now there is a world food shortage.

Tonbridge is a town, and has the facilities and infrastructure for high population. To retain the character and landscape of the borough.

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town, and has the facilities and infrastructure for high population. Design flood proof development

Tonbridge is a town with infrastructure and facilities existing for large community.

optimise densities on sites within Tonbridge, minimising the need for the release of Greenfield and greenbelt sites outside of Tonbridge.

User Response: Text

Tonbridge is a town and has the facilities and infrastructure for high population.

To preserve green belt & most valuable (BMV) agricultural land grades 1, 2, 3A & prevent urban expansion towards other areas.

To keep any building at a minimum unless absolutely required.

Answer: In order to minimise development in the Green Belt I am in favour of building at higher densities in the centre of urban areas. The density should then reduce as you get further from the centre. At the edge of the urban areas the density should drop in order to sympathetically meet the countryside.

Tonbridge is a town and has more facilities and a better infrastructure.

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