



14

DEVELOPMENT ALLOCATIONS

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14

DEVELOPMENT ALLOCATIONS



Introduction

14.1 This Chapter sets out site specific allocation policies for development across Tonbridge and Malling Borough to meet identified housing and employment needs over the plan period to 2042.

14.2 The sites identified form a key part of the spatial strategy of this Local Plan and provide a clear, plan-led framework for how growth and change are expected to be accommodated across the borough.

14.3 Site allocations identify land where particular forms of development are supported, restricted or safeguarded. They establish the principle of development on specific sites and, where appropriate, set out the type, scale and nature of development that may be acceptable. The purpose of site allocations is to ensure that development is directed to appropriate locations, managed positively, and delivered in accordance with the strategy of this Local Plan and national planning policy.

14.4 Site allocations have been informed by a robust and proportionate evidence base, including the Land Availability Assessment (LAA), responses to Local Plan consultations, infrastructure capacity

studies, the Sustainability Appraisal, the Habitats Regulations Assessment and other relevant technical work. Sites have been assessed for their suitability, availability and deliverability, with the aim of identifying locations that can realistically contribute to meeting development needs over the plan period while protecting the borough's environmental assets and local character.

14.5 The allocation of a site within this Local Plan does not automatically grant planning permission. All development proposals will be required to go through the normal planning application process and must demonstrate compliance with the development plan when read as a whole, alongside any other relevant material considerations. Early engagement with the Council and other stakeholders is strongly encouraged to ensure that proposals are well-informed and capable of meeting policy requirements.

14.6 Allocating sites through this Plan enables the Council and infrastructure providers to consider the cumulative impacts of development and to plan for the timely delivery of supporting infrastructure, including transport improvements, education provision and community facilities. Together with other sources of supply, such as sites with planning permission, windfall development and homes under construction, the site allocations in this Plan will provide the range and choice needed to meet future housing and employment requirements.

Policy A1: Housing and Employment Allocations

To meet the identified need for new housing and employment land to 2042, the following sites, as defined on the Policies Map, are proposed for allocation. All housing and employment site allocations must be delivered in accordance with the development plan when read as a whole. This includes strategic sites policies and the site development criteria as provided in Annex 6.

Housing and mixed-use site allocations

Reference	Site	Parish	Settlement	Yield (Net dwellings)
EC1	Land Opposite Hale House, Pilgrims Way, Aylesford	Aylesford	Eccles	39
AY1	Land at Aylesford Lakes, Aylesford	Aylesford	Eccles, Aylesford Village	938
AY2	North of Pratling Street, Aylesford	Aylesford	Aylesford Village	90
AY3	Land East of 4 Pratling Street and South of Pratling Street, Aylesford	Aylesford	Aylesford Village	61
MG1	Land east of Kiln Barn Road and West of Hermitage Lane, Aylesford	Aylesford	Medway Gap	1300
MG2	Land At Bunyards, Beaver Road, Allington, Maidstone	Aylesford	Medway Gap	435
MG3	Land Between Ashton Way and London Road, Leybourne, West Malling	Leybourne	Medway Gap	95
MG4	Land North of Lucks Hill and West of Winterfield Lane, East Malling	East Malling & Larkfield	Medway Gap	48
MG5	Land Off Hall Road, Royal British Legion Industries, Aylesford	Aylesford	Medway Gap	45
BG1	Land North of Borough Green, Sevenoaks	Borough Green	Borough Green	2000 & 33,200sqm Employment Floorspace B2/B8/E(g)(iii)
EM1	Paris Farm, Rocks Road, East Malling	East Malling & Larkfield	East Malling	105

Strategic Policy

Policy A1: Housing and Employment Allocations continued

Housing and mixed-use site allocations

Reference	Site	Parish	Settlement	Yield (Net dwellings)
EM2	Land East of Broadwater Road and South of Clare Lane, West Malling	East Malling & Larkfield	East Malling	93
EM3	Land around Broadwater Hall, South of Lucks Hill and West of Broadwater Lane, East Malling	East Malling & Larkfield	East Malling	50
EM4	Land North of Rocks Road, East Malling	East Malling & Larkfield	East Malling	35
EM5	Land West of Watringbury Road, East Malling	East Malling & Larkfield	East Malling	11
EP1	Land West of Hale Street, East Peckham	East Peckham	East Peckham, Hale Street	156
EP2	Land South of Church Lane, East Peckham	East Peckham	East Peckham, Hale Street	72
HA1	Land North of Court Lane and Land South of Cemetery Lane, Hadlow	Hadlow	Hadlow	422
HA2	Land North of The Paddock and East of Carpenters Lane, Tonbridge and Land South of Common Road, Hadlow	Hadlow	Hadlow	280
HA3	Court Lane Nurseries, Court Lane, Hadlow	Hadlow	Hadlow	80
HP1	Land off Stocks Green Road, Tonbridge Road and Noble Tree Road, Hildenborough	Hildenborough	Tonbridge and Hilden Park	602
HP2	Land Northwest of Hilden Park, Tonbridge	Hildenborough	Tonbridge and Hilden Park	290

Strategic Policy

Housing and mixed-use site allocations

Reference	Site	Parish	Settlement	Yield (Net dwellings)
HP3	Land South of Stocks Green Road, Hildenborough	Hildenborough	Tonbridge and Hilden Park	156
HP4	Hilden Farm Road, Tonbridge	Hildenborough	Tonbridge and Hilden Park	66
HI1	Land East of Riding Lane, Hildenborough	Hildenborough	Hildenborough	96
KH1	Land at Broadwater Farm, Kings Hill, West Malling	East Malling & Larkfield, Kings Hill	Kings Hill	1300
KH2	Land West of King Hill and Northwest of Ashton Way / Malling Road roundabout, West Malling	West Malling	Kings Hill	84
KH3	Existing premises at 11 Tower View, Kings Hill	Kings Hill	Kings Hill	70
KH4	Existing premises at 1 Tower View, Kings Hill	Kings Hill	Kings Hill	60
KH5	Existing premises at 50 Kings Hill Avenue, Kings Hill	Kings Hill	Kings Hill	55
KH6	Existing premises at 32 Tower View, Kings Hill	Kings Hill	Kings Hill	36
KH7	Existing premises at 34 Tower View, Kings Hill	Kings Hill	Kings Hill	33
PL1	Land South of Potash Lane and North of Paddock Orchard, Platt	Platt	Platt	16
SN1	Land North of Holborough Lakes, Snodland	Snodland	Snodland	1300
SN2	Land West of Hays Road, Snodland	Snodland	Snodland	36
TO1	Land Northeast of Tonbridge	Tonbridge	Tonbridge and Hilden Park	1500

Strategic Policy

Policy A1: Housing and Employment Allocations continued

Housing and mixed-use site allocations

Reference	Site	Parish	Settlement	Yield (Net dwellings)
TO2	Land at Southwest Tonbridge	Tonbridge	Tonbridge and Hilden Park	408
TO3	Coblends Nursery and Little Trench Farm, Trench Road, Tonbridge	Tonbridge	Tonbridge and Hilden Park	394
TO4	Land North of Priory Road, South of The Railway, Tonbridge	Tonbridge	Tonbridge and Hilden Park	159
TO5	Sovereign Way North, Tonbridge	Tonbridge	Tonbridge and Hilden Park	122
TO6	The River Centre, Tonbridge	Tonbridge	Tonbridge and Hilden Park	122
TO7	Land Adjacent to Vauxhall Gardens and The Vauxhall Inn, Vauxhall Lane, Tonbridge	Tonbridge	Tonbridge and Hilden Park	76
TO8	Angel Centre, Tonbridge	Tonbridge	Tonbridge and Hilden Park	56
TO9	Vale Road Car Park, Tonbridge	Tonbridge	Tonbridge and Hilden Park	12
WO1	Land At Wouldham Allotments and Rear of Oldfield Drive, Wouldham	Wouldham	Wouldham	39
WR1	Land South of London Road and Rear of Howlands Court, Wrotham	Wrotham	Wrotham	26

Strategic Policy

Employment site allocations

Reference	Site	Parish	Settlement	Estimated Floorspace (sm)	Use Class
E1	Land West of Hays Road, Snodland	Snodland	Snodland	3,000	E(g(ii)) and E(g)(ii)
E2	Research Station, New Road, East Malling	Ditton	East Malling	45,080	E(g(ii)) and E(g)(ii)
E3	Land South of Hermitage Court, Hermitage Lane, Maidstone	Aylesford South & Ditton	Medway Gap	3,306	E(g(ii)) and E(g)(ii)
E4	Coldharbour Lane (Junction 5 of M20) and South of M20, Aylesford	Aylesford South & Ditton	Medway Gap	96,000	B2/B8/ E(g)(iii)
E5	Land Little Postern, Postern Lane & Existing Premises at Recycling Centre (Canham Aggregates), Sanderson Way, Tonbridge	Tonbridge	Tonbridge and Hilden Park	47,200	B2/B8/ E(g)(iii)
E6	Land West of Rochester Airport, Rochester	Wouldham	Walderslade	14,000	B2/B8/ E(g)(iii)

Strategic Policy

14.7 Once delivered these sites will be considered as strategic employment sites and will form part of the sites listed in Policy E2 – Existing Strategic Employment Sites. Development must be in accordance with the site-specific requirements set out in the policies of this Local Plan.

Place-making, masterplan and delivery principles for development allocations

14.8 Policy A2 provides a place-making framework for the planning and delivery of allocated development sites of 50 dwellings or more and should be read alongside other relevant policies in the Plan. Sites less than 50 dwellings will be addressed by the policies contained within this Plan and the site criteria provided in Annex 6.

14.9 Policy A2 builds on the policies contained in the Plan by setting out additional, site-specific expectations for comprehensive planning, coordination, and the creation of high-quality places on allocated sites. Together, these policies ensure that allocated sites will be designed, planned and delivered in a coordinated and sustainable manner.

Policy A2: Place-making, masterplan and delivery principles for development allocations

- 1 This policy applies to strategic allocations and to other housing allocation sites of 50 dwellings or more, as identified in this Plan and shown on the Policies Map.
- 2 Strategic allocations (400 houses or more) are identified for comprehensive, high-quality, residential-led development that delivers sustainable, inclusive and distinctive places. These sites are of strategic importance due to their scale and their role in meeting the borough's housing, infrastructure and wider development needs over the plan period. Strategic allocations will be required to accord to this policy and the relevant site allocation policy.
- 3 Other allocations of 50 or more dwellings are also expected to contribute positively to place-making outcomes, infrastructure and wider development needs, proportionate to their scale, context and role within the surrounding area. These sites will be required to accord with this policy and the site development criteria in Annex 6.
- 4 Development proposals on strategic housing allocations and larger housing sites (50 dwellings or more) will be supported where they demonstrate that place-making principles have informed the planning, design and delivery of development, and that proposals respond positively to their context and setting, having regard to Policy D1 (Achieving High Quality Design across the borough).

Comprehensive planning and masterplanning

- 5 Development proposals must be comprehensively planned and designed to deliver high-quality places in accordance with the place-making principles set out in this policy and the requirements of Policy D2 (Design Codes and Masterplans).

Strategic Policy

- 6 Strategic housing allocations must be supported by a Strategic Framework Masterplan (or equivalent), prepared in accordance with Policy D2, that establishes a clear vision for the allocation, which identifies opportunities and constraints along with design principles for the allocation, and demonstrates how development will be comprehensively planned, phased and delivered as a cohesive whole.
- 7 For other housing allocations, a proportionate masterplan, development framework or layout strategy, where required by Policy D2, will be used to demonstrate how place-making principles, connectivity and comprehensive design have informed the development of the site.
- 8 Development proposals must demonstrate, where phasing is proposed, how the timing and sequencing of development will ensure that early phases do not prejudice the delivery of later phases, essential infrastructure, or the overall quality, coherence and place-making outcomes of the development as a whole.

Masterplanning and development proposals

- 9 Development proposals will be supported where masterplans and proposals address the following strategic place-making principles:

Creating distinctive, integrated and high-quality places

- 10 Create places with a strong and distinctive identity, informed by local character, landscape and settlement context, appropriate to the scale and function of the development, while positively contributing to the quality and coherence of the wider area.
- 11 Respond positively to existing communities and their setting, preserving and enhancing the local character of existing communities and their environs, and, where appropriate, creating new character and context through coordinated site-wide layout, landscape structure and public realm, with detailed design matters addressed through Policy D1.
- 12 Deliver a well-structured and legible layout, including a clear hierarchy of streets and spaces, which prioritises safe, attractive and convenient movement for pedestrians and cyclists and supports inclusive access for all users.
- 13 Promote health and wellbeing by providing safe, welcoming and overlooked public spaces, that encourage social interaction and active lifestyles, with detailed design measures addressed through Policy D1.
- 14 Incorporate varied densities, character areas and built form where appropriate, ensuring efficient use of land while responding sensitively to context, setting, accessibility and landscape considerations.

Policy A2: Place-making, masterplan and delivery principles for development allocations continued

Green Infrastructure, landscape and biodiversity

- 15 Deliver a coherent, multifunctional network of green infrastructure and public open space across the site, including play and recreational spaces, commensurate with the scale of development, that responds positively to landscape character and enhances access to nature.
- 16 Protect, enhance and connect existing landscape, biodiversity and ecological features, including woodland, trees, hedgerows and watercourses, and deliver measurable biodiversity net gain.
- 17 Strengthen the wider blue and green network through habitat creation and enhancement, including the use of riparian buffers, wetland creation and sustainable drainage where appropriate.
- 18 Be informed by a Landscape and Visual Impact Assessment (LVIA) demonstrating how landscape sensitivities and visual impacts have shaped the design and layout of development.

- 19 Adequately demonstrate that no significant adverse effects upon priority habitats will arise and that appropriate buffers and enhancement measures are incorporated into the development. Where there are unavoidable effects, appropriate mitigation should be proposed.

Movement, accessibility and sustainable transport

- 20 Designed to maximise opportunities of permeability and connectivity within and through the site and facilitate connectivity to adjacent settlements, the wider countryside and existing networks of Public Rights of Way, footpaths, bridleways and cycle routes, including the creation of direct, legible and safe routes that support everyday journeys.
- 21 Improve accessibility, prioritising sustainable modes of transport and active travel, creating direct, safe and attractive routes for pedestrians, cyclists and public transport services, in a manner proportionate to the scale and location of the development and consistent with Policy INF2.

- 22 Establish a clear hierarchy of streets and spaces, distinguishing between primary and secondary streets, designed to prioritise place and movement, which prioritises safe and attractive pedestrian and cycle movements and supports inclusive access for all users.
- 23 Supported by a Transport Assessment and Travel Plan proportionate to the scale of development, and any associated transport or movement strategies where required, demonstrating how transport impacts will be mitigated and sustainable travel choices promoted in accordance with Policy INF2.

Infrastructure, housing mix and community needs

- 24 Deliver a balanced and appropriate mix of housing types, sizes and tenures, including affordable housing and specialist accommodation, in accordance with Policies H1, H2, H6 and H8, to support inclusive and mixed communities.

Strategic Policy

- 25 Provide social, community and physical infrastructure necessary to support the development, either on-site or through appropriate contributions, delivered in a timely and coordinated manner alongside housing growth to meet the needs of the development and to minimise impacts on existing communities, with the phasing and delivery timescales identified as part of the application.
- 26 On-site infrastructure shall be delivered in a timely and phased manner, broadly aligned with the occupation of development, to ensure adequate provision for new and existing communities.
- 27 Where impacts cannot be satisfactorily addressed on-site, development proposals will be required to make appropriate off-site contributions to mitigate the effects of development and support infrastructure delivery.

Environmental quality and amenity

- 28 Incorporate high standards of environmental sustainability and resilience, including climate change mitigation and adaptation, energy and water efficiency, sustainable design and construction methods and flood risk management, including the use of SuDS.
- 29 Protect the amenity of existing and future residents in relation to noise, vibration, air quality, privacy, outlook and overbearing impacts.
- 30 Create safe and secure environments through design, layout, lighting and active frontages, incorporating adequate security measures to reduce opportunities for crime, fear of crime and anti-social behaviour.
- 31 Where required, be supported by a Mineral Resource Assessment and incorporate appropriate safeguarding and mitigation measures, in accordance with relevant minerals policy. Developments shall avoid the sterilisation of mineral resources.

Heritage

- 32 Development proposals shall protect, preserve and enhance the historic environment, including the setting of designated and non-designated heritage assets.

Strategic Allocations



14.10 This section of the Plan sets out strategic site policies for large-scale development sites capable of delivering 400 or more homes. These sites are of strategic importance due to their scale, the range of land uses proposed, and their potential to make a significant contribution to meeting the borough's housing and, where relevant, employment, infrastructure and community needs over the plan period to 2042.

14.11 The Council considers that planning for development at this scale provides an effective and sustainable means of delivering a significant proportion of new homes, alongside the supporting infrastructure and facilities required to create successful places.

14.12 Strategic sites typically involve complex development considerations, including the provision of supporting infrastructure, the creation of new or enhanced services and facilities, and the need for high-quality place-making. As a result, these sites require a comprehensive and coordinated approach to planning, design and delivery that goes beyond that expected for smaller site allocations.

14.13 Due to their scale, complexity and longer delivery timescales, strategic sites present opportunities to secure infrastructure, facilities and environmental enhancements that would not ordinarily be achievable on smaller sites.

14.14 The strategic site policies establish the principles and requirements that will guide the development of each site. This includes expectations relating to the mix and scale of land uses, infrastructure provision, access and movement, green and blue infrastructure, environmental mitigation, and the creation of inclusive and distinctive places. The policies are intended to provide sufficient certainty to guide development while allowing flexibility to respond to detailed design work and evolving information and evidence as proposals come forward.

14.15 Development on strategic sites will be expected to be comprehensively planned, either through a single proposal or through coordinated phases, to ensure that early stages of development do not prejudice the delivery of the site as a whole. Piecemeal or uncoordinated development that would undermine the comprehensive delivery of a strategic allocation will not be supported.

14.16 For the purposes of this Plan, strategic allocations are defined as sites delivering 400 dwellings or more and which are required to provide on-site infrastructure and facilities as part of comprehensive development. Infrastructure requirements vary between sites and have been informed by the evidence base supporting the Plan, engagement with infrastructure providers, and site-specific opportunities and constraints.

14.17 Early and ongoing engagement with the Council, infrastructure providers, local communities and other stakeholders is strongly encouraged to support effective master planning and delivery.

SN1

Land North of Holborough Lakes, Snodland



Overview

14.18 This allocation is expected to deliver around 1,300 homes with supporting infrastructure including education, community, retail and leisure uses and green infrastructure. The development will form a sustainable urban extension, integrated with the existing settlement of Snodland.

Context

14.19 The site lies north of Snodland, adjoining the Medway Borough Council boundary, with Peters Village and Halling approximately 1km away. Snodland is a commuter town located in the Medway valley with good transport links, a range of services, and a rural setting defined by the River Medway and the North Downs.

14.20 The 97ha site comprises former chalk quarries, agricultural land and woodland with varied topography. This will require development to be carefully considered in terms of design, layout, building heights and orientations to best preserve and respect the site's context and locality, which contributes to its distinct character and sensitivities.

14.21 The A228 provides key north-south connectivity between the M2 and M20. The Holborough Anchorians Cricket Club is positioned to the immediate east between the A228 and the site.

14.22 Existing housing and community uses are located to the south and east. To the west lies undeveloped agricultural land. These surrounding uses form an important part of the site context. Ladds Lane, a rural lane, crosses the centre of the site and provides an established east-west route for opportunities to enhance walking and cycling connections. The site connects to Snodland via public rights of way and is within 1km of the town centre and Snodland railway station.

14.23 The land is proposed for Green Belt release, and will form a new edge to the settlement, therefore the site will be required to deliver a strong and new defensible Green Belt boundary and landscape buffers to provide a clear edge to the realigned Green Belt designation and the new settlement boundary of Snodland. In addition, the proximity of the Kent Downs National Landscape means the setting of the National Landscape is an important consideration.

14.24 The allocation site is adjacent to the Houlder & Monarch Hill Pits, Upper Halling SSSI, designated for its geological interest, and may be hydrologically linked to the Holborough to Burham Marshes SSSI. Other nearby designated sites include the Halling to Trottiscliffe Escarpment SSSI, South Hill and Houlder Quarries Local Wildlife Sites, Ancient Woodland and habitats of principal importance, which form important environmental constraints.

14.25 The North Downs Woodlands Special Area of Conservation lies approximately 375m to the west and is a significant ecological designation in close proximity. Mitigation will be required to ensure that the development does not result in a significant adverse impact through the provision of a minimum 10ha area of semi-natural publicly accessible open space. Other biodiversity assets such as Ancient Woodland and habitats of principal importance will also require protection and where appropriate mitigation and will need to be incorporated into the design, as informed by ecological surveys.

14.26 Environment Agency Flood Zone 2 lies in close proximity to the site boundary, and the very northwest corner of the site falls within a Groundwater Source Protection Zone. These designations highlight the need to consider flood risk and groundwater sensitivity.

14.27 The Holborough Mill Conservation Area is located immediately to the east of the allocation boundary. In addition, a grade II listed property (The Cedars) is situated to the northeast of the site. The site also lies within an Area of Archaeological Potential.

14.28 An existing oil pipeline runs along the southeastern boundary and across the northern parcel of the site. This infrastructure forms a key constraint within the site.

14.29 The west of the allocation site, as shown in the green hatching on the policy map, is to be safeguarded for natural and amenity green space to preserve the National Landscape. Any use or development within this part of the site must accord with the requirements of the Kent Downs Management Plan, and any associated guidance, to improve the quality of the land and demonstrate how the overall development can demonstrate conserving and enhancing the National Landscape in line with the duty.

Justification and Vision

14.30 The allocation represents a sustainable and effective location for growth, delivering a major urban extension to Snodland, that will help meet the borough's housing and infrastructure needs. A wider parcel of land extending to Pilgrims Way to the west and beyond Paddlesworth Road to the south was assessed through the Council's Landscape and Visual Appraisal (October 2025) (Site 68423). This assessment concluded that development in the southern and western areas would significantly harm levels of tranquillity and remoteness, with adverse effects extending into the Kent Downs National Landscape. In response, the allocation has been limited to the eastern part of the site, closer to the existing built-up area of Snodland, with a substantial green buffer retained to the west to protect landscape character and the setting of the National Landscape.

14.31 Snodland is identified as a highly sustainable Tier 2 settlement with a strong range of services, facilities and rail connectivity, capable of supporting additional development. The site is well related to the existing built-up area and through enhanced pedestrian, cycle and public transport links, future residents will have good access to the town centre, railway station and surrounding communities, while also enabling existing residents to benefit from new infrastructure. Primary vehicular access to the site is to be provided from the north and via the A228/Peters Bridge roundabout.

14.32 The scale of development allows for the delivery of significant supporting infrastructure, including a new two-form entry primary school, community and leisure facilities, open space and a small-scale retail offer to serve day-to-day needs, contributing to a sustainable and well-functioning neighbourhood. The site also presents opportunities to support health and active lifestyles, including the provision of indoor and outdoor sport and leisure facilities, alongside substantial areas of natural open space that can assist to protect the SAC.

14.33 The allocation is facilitated through the release of land from the Green Belt, justified through exceptional circumstances and policy requirements, including the provision of affordable housing. Given the site's sensitive location, particularly in relation to the setting of the Kent Downs National Landscape, landscape and visual impacts are a key consideration and will inform the form and layout of development, which is focused on the eastern part of the site to minimise harm.

14.34 A comprehensive masterplan will guide the development, ensuring that site constraints are addressed and that a coherent vision is delivered with infrastructure phased alongside the development. Overall, the allocation is expected to deliver a mixed-use scheme of around 1,300 homes alongside the necessary infrastructure and environmental mitigation, creating a well-integrated and sustainable extension to Snodland.

Policy SN1 - Land North of Holborough Lakes, Snodland

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising around 1,300 dwellings and supporting physical and community infrastructure.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Provision of a two-form entry (2fe) primary school and associated supporting infrastructure;
 - b Community hall/indoor facility to be used for community uses and indoor sport with a variety of room sizes. Where appropriate and possible, community facilities and services should be sited in close proximity to each other to maximise accessibility and support the creation of a vibrant and active local centre;

- c Convenience retail provision to be sited towards the A228 frontage. The design and scale of the retail provision should be well integrated into the wider development at the site, respect the site's context and setting and contribute positively to place making objectives;

- d Outdoor sport and fitness provisions including playing pitches and supporting facilities; and

- e Play spaces, courts and trail provisions.

- 2 Where practicable, community and education facilities should be co-located to support the creation of a local centre and maximise accessibility.

Green Infrastructure and Landscape

- 3 The site will provide a comprehensive network of green infrastructure and public open space across the whole site that responds positively to the sensitivities of the landscape, including the setting of the Kent Downs National Landscape, and will protect and enhance landscapes and biodiversity features of value within and around the site whilst delivering biodiversity net gain.

- 4 Development proposals should include:

- a Concentrating built form and development to the east and centre of the site and providing a strong landscape buffer in the west of the site to protect the setting of the Kent Downs National Landscape;

- b Structural planting, including planting belts on a north-south axis throughout the site and tree lined streets with trees that can form a large canopy to avoid or minimise adverse impacts on the National Landscape. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs National Landscape;

- c The provision of both natural and amenity greenspaces, parks and gardens;

- d A buffer zone and appropriate stand-off distance to prevent encroachment and maintain the condition of the Houlder & Monarch Hill Pits, Upper Halling SSSI;

- e Detailed measures to avoid harm to SSSIs, including site access, material storage, drainage, and dust control;

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- f** An assessment of impacts upon the Holborough to Burham Marshes SSSI and, if required, relevant mitigation;
- g** Detailed measures to avoid harm to the South Hill and Houlder Quarries Local Wildlife Sites;
- h** Detailed measures to avoid harm and best preserve on-site and nearby Habitat of Principal Importance (HPIs) and be informed by appropriate botanical and invertebrate surveys;
- i** Provide a buffer zone, appropriate protection measures and mitigation measures, where required to trees and groups of trees protected by Tree Preservation Orders or of significance within, adjacent or near the allocation boundary;
- j** A large area (minimum 10ha) of semi-natural publicly accessible open space to mitigate the recreational impacts on the North Downs Woodlands Special Area of Conservation in addition to other open space, recreation and sports requirements; and
- k** A strong and permanent landscape framework shall be established to form a defensible Green Belt boundary and define the long-term edge of the settlement.

Transport and Access

- 5** Primary vehicle access to the site is to be provided via the north boundary from the A228/ Peters Bridge roundabout.
- 6** Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, into Snodland and towards Snodland Station in line with the Vision and Validate/Monitor and Manage principles.
- 7** Development proposals shall include appropriate mitigation to address impacts on the local and strategic highway network, including the A228 corridor.

Heritage

- 8** Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Holborough Mill Conservation Area, the listed building of The Cedars to the northeast and any other nearby designated or non-designated heritage asset. Development proposals shall also be supported by appropriate archaeological assessment and, where necessary, mitigation or preservation in situ.

Oil Pipeline

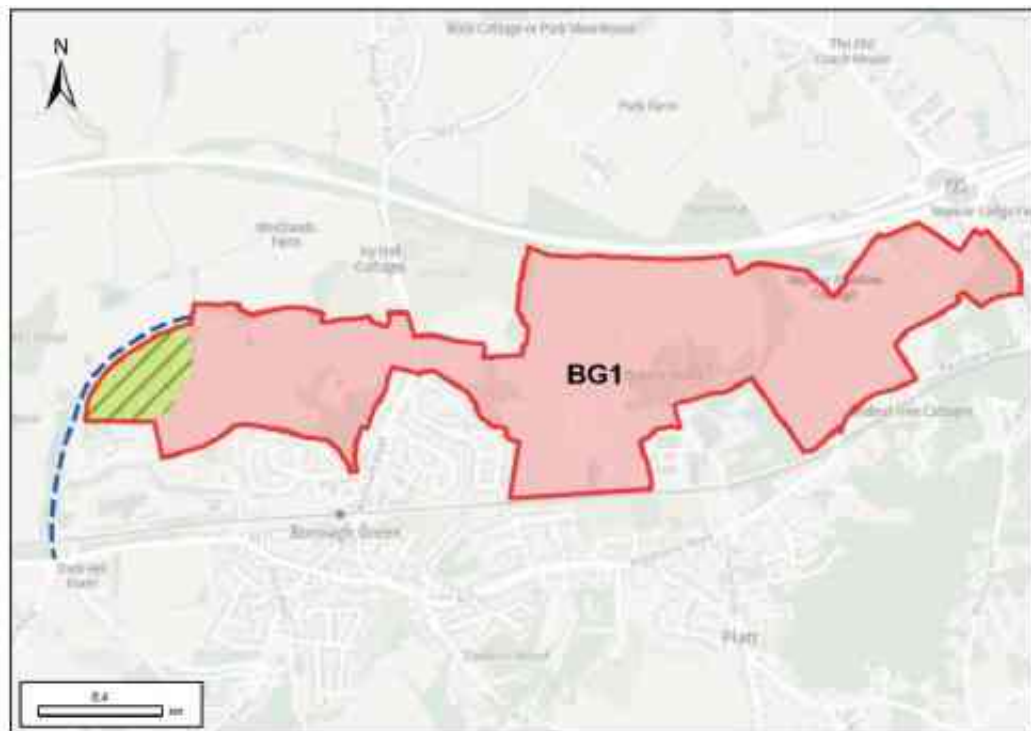
- 9** Development proposals must safeguard an existing oil pipeline running across the allocation and retain appropriate stand-off distances, easements and maintenance access. Development must avoid unacceptable safety risks and provide appropriate mitigation where required.

Source Protection Zones, Flood risk and Groundwater

- 10** Development shall be directed away from areas at highest risk of flooding and incorporate appropriate sustainable drainage measures to ensure there is no increase in flood risk on-site or elsewhere.
- 11** Development proposals shall be supported by an appropriate hydrological assessment and appropriate mitigation to protect groundwater. Housing and sustainable urban drainage systems shall be located outside of Source Protection Zone 1.
- 12** Groundwater abstraction zones are to be adequately protected at all times to safeguard public water supplies.

BG1

Land North of Borough Green, Sevenoaks



Overview

14.35 This allocation will deliver a major urban extension to Borough Green and Platt, comprising approximately 2,000 homes and around 33,200sqm of employment floorspace, alongside supporting infrastructure including education, healthcare, community, retail and leisure uses, and extensive green infrastructure. The development will create a sustainable and well-integrated new neighbourhood that meets the needs of the borough's growing population while complementing the existing settlements.

Context

14.36 The site is located to the north of Borough Green and Platt in the western part of the borough, with Wrotham around 800m to the southwest. Borough Green is a large village positioned at the foot of the Greensand Ridge which is a prominent geological feature that provides a gently undulating terrain. Borough Green is a linear settlement, with a strong transport network including the A25 road and a railway station on the Maidstone to Sevenoaks railway line. Platt lies immediately to the east, forming a closely related settlement with a mixture of residential, community and employment uses.

14.37 The 120ha site comprises a mix of former and operational quarries, restored land, landfill areas, woodland and open space. A large portion of the site is despoiled, owing to minerals extraction, and contains several industrial buildings and structures, contributing to parts of the site being previously development land and its semi-developed character. The site's varied topography reflects its industrial past and will require careful consideration in the design and layout of development.

14.38 The site is bounded by significant transport infrastructure, including the M26 to the north, Junction 2A of the M20 to the northeast, the A25 (Maidstone Road) to the south, the A20 to the east, and the A227 running north-south through the site. Borough Green & Wrotham railway station is accessible via the A227 and nearby the allocation site (within 150m at its closest point). This strategic location provides strong connectivity to the wider region but also introduces constraints relating to traffic, noise, and air quality.

14.39 The site is well connected to existing communities through an extensive network of Public Rights of Way, providing opportunities to enhance walking and cycling links between the new development, Borough Green, Platt, and surrounding settlements. Opportunities to enhance pedestrian and cycle usage along these routeway are to be strongly encouraged and expected.

14.40 The site is proposed for release from the Green Belt and will form a new settlement edge. Development will therefore be required to establish strong, defensible boundaries and incorporate landscape buffers to define the revised Green Belt boundary and maintain separation from surrounding settlements.

14.41 Environmental constraints include areas of Ancient Woodland, Tree Preservation Orders, and proximity to designated heritage assets such as conservation areas in Wrotham, Platt and Ightham, as well as listed buildings adjacent to the site. Parts of the site lie within flood risk zones and groundwater source protection areas, requiring careful management of drainage and water quality. There are also safeguarded mineral resources and infrastructure within the site which must be appropriately considered as well as pockets of the allocation also falling within designated Areas of Archaeological Potential.

14.42 The west of the allocation site, as shown in the green hatching on the policy map and specifically land at Ightham Sandpit, excluding any proposed access/new road, is to be safeguarded for natural and amenity green space to preserve the National Landscape. Any use or development within this part of the site must accord with the requirements of the Kent Downs Management Plan, and any associated guidance, to improve the quality of the land and demonstrate how the overall development can demonstrate conserving and enhancing the National Landscape in line with the duty.

Justification and Vision

14.43 The allocation represents a highly sustainable location for growth, delivering a significant urban extension to Borough Green and Platt that will contribute to meeting housing, employment, and infrastructure needs across the borough.

14.44 Borough Green is identified as a Tier 2 Settlement (Service Centre) with a good range of services, facilities, employment opportunities and rail connectivity to London, making it well suited to accommodate strategic growth.

14.45 Platt complements this role as a secondary village with access to essential services. Through enhanced walking, cycling and public transport connections, future residents will have good access to both settlements, while existing communities will benefit from new infrastructure and amenities.

14.46 A key component of the vision is the delivery of a new road linking the A25 to the A20, providing an alternative route to reduce congestion through Borough Green and Platt. In addition, mitigation of nearby junctions is required prior to first occupation of dwellings at the site. This infrastructure is critical to the success of the development and will improve traffic flow, reduce pressure on air quality, and enhance environmental conditions and pedestrian safety within the existing settlements. The road will form the primary movement spine for the development.

14.47 The new road must be delivered and fully operational at an early stage of the development. The phasing of the road will need to be carefully coordinated with the delivery of development to ensure there are no material adverse impacts on traffic flows or related environmental conditions. The delivery of this infrastructure along with nearby junction enhancements/mitigation will be secured through ongoing engagement with relevant stakeholders, including, but not limited to, Kent County Council and National Highways, and will be governed through appropriate legal agreements associated with any planning permissions granted.

14.48 The scale of development enables the provision of substantial supporting infrastructure, including a new three-form entry primary school, healthcare facilities, community and leisure uses including indoor and outdoor sports and recreation provision, and local retail provision to assist in meeting day-to-day needs. These elements will be integrated into a series of connected neighbourhoods and local centres, supporting a vibrant and self-sustaining community.

14.49 The on-site provision should support and enhance the vitality and viability and complement the existing services within and around the area. The location, design and scale of the retail provision should be well integrated into the wider development at the site, respect the site's context and setting and contribute positively to place making objectives.

14.50 Where appropriate and possible, community facilities and services should be sited in close to each other to maximise accessibility and support the creation of a vibrant and active local centre.

14.51 The allocation is facilitated through the release of Green Belt land, justified by exceptional circumstances including the need to meet housing and employment requirements. In accordance with policy, development will deliver significant levels of affordable housing and incorporate a landscape-led approach to design, ensuring the site respects its location within and the setting of the Kent Downs National Landscape.

14.52 A comprehensive masterplan will guide development, addressing constraints such as topography, heritage assets, environmental designations, landscape, minerals and infrastructure requirements. The form, scale and layout of development will be informed by landscape and visual considerations, with an emphasis on integrating built form into the landform and surrounding context.

14.53 Overall, the allocation presents an opportunity to transform previously developed and underutilised land into a high-quality, sustainable urban extension. Delivering around 2,000 homes and 33,200sqm of employment space alongside key infrastructure, the development will create a well-connected, resilient and distinctive new community that is fully integrated with Borough Green and Platt.

Policy BG1 - Land North of Borough Green, Sevenoaks

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable mixed-use development comprising approximately 2000 dwellings, 33,200sqm of employment floor space (B2/B8/E(g)(iii)) and supporting physical and community infrastructure. Development proposals shall be informed by and accord with a comprehensive site-wide Strategic Framework Masterplan to ensure coordinated and comprehensive delivery of development and infrastructure. Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road will be coordinated with the occupation of the development and shall ensure that the new road is delivered and fully operational at an early stage of that phase of development, including shared services with other phases or parcels.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes and employment floorspace, the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Provision of a three-form entry (3fe) primary school and associated supporting infrastructure;
 - b Community hall/indoor facility to be used for community uses and indoor sport with a variety of room sizes;
 - c A new primary and community healthcare facility and supporting infrastructure;
 - d Convenience retail and the provision of neighbourhood centres;
 - e Outdoor sport and fitness provisions including playing pitches and supporting facilities; and
 - f Play spaces, courts and trail provisions.
- 2 Where practicable, community, education, healthcare and retail facilities should be co-located to support the creation of a local centre and maximise accessibility.

Green Infrastructure and Landscape

- 3 The site will provide a comprehensive network of green infrastructure and public open space in locations across the whole site and shall deliver biodiversity net gain in accordance with national policy.
- 4 The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs National Landscape. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness. Development proposals should include:
 - a The provision of a strong landscape buffer in the north and western parts of the site to best preserve the setting of the Kent Downs National Landscape;

Strategic Policy

- b** Structural planting, including planting belts on an east-west axis throughout the site to avoid or minimise adverse impacts on the National Landscape. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs National Landscape;
- c** Built development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design materials, colour and lighting to avoid or minimise adverse impacts on the National Landscape;
- d** The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the Strategic Framework Masterplan to inform design parameters including for views into and from the National Landscape. The Landscape strategy will include:
 - i** Identification of key views from LVIA purposes;
 - ii** Location, form, and timing for advanced structural planting;
 - iii** Maintenance and protection of long-term structural landscaping;
 - iv** High level landscape codes for the most sensitive development interfaces;
- e** Optimise density, particularly around the areas with the best access to the Borough Green & Wrotham Station, district and local centres, and high-quality open spaces, having regard to the setting of the National Landscape;
- f** Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases;
- g** The provision of both natural and amenity greenspaces, parks and gardens;
- h** Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland to trees and groups of trees protected by Tree Preservation Orders or of significance within, adjacent or near to the allocation boundary;
- i** An assessment of impacts upon the Bourne Alder Carr SSSI and, if required, relevant mitigation; and
- j** The provision of strong, defensible and well-landscaped boundaries to define the revised Green Belt boundary and the new settlement edge, preventing visual coalescence with surrounding settlements.

Policy BG1 - Land North of Borough Green, Sevenoaks continued

- 5 The west of the allocation site and specifically land at Ightham Sandpit, excluding any proposed access/new road, shall be safeguarded for natural and amenity green space to preserve the National Landscape. Any use or development within this part of the site must accord with the requirements of the Kent Downs Management Plan, and any associated guidance, to improve the quality of the land and demonstrate how the overall development can demonstrate conserving and enhancing the National Landscape in line with the duty.

Transport and Access

- 6 Primary vehicle access points to the site are to be provided via the A25 roundabout, located to the southwest of the allocation, the A227 which runs across the allocation site, and from the A20, located to the east. A secondary vehicle access point is to be provided via the A25 (Maidstone Road) along the southern boundary of the eastern parcel of the allocation site.
- 7 Development proposals shall secure the delivery of a new road providing a connection from A25 in the west, across the western parcel of the allocation site to the A227 (Wrotham Road) and from the A227 (Wrotham Road) across the eastern parcel of the allocation site to the A20 in the east. Each planning application/phase on the site shall demonstrate how the new road will provide an onward connection to the adjoining parcels.
- 8 The timing and trigger points for the new road will be in accordance with the Vision and Validate/ Monitor and Manage Framework, and the delivery of the necessary infrastructure shall be informed through consultation with relevant stakeholders including Kent County Council and National Highways and secured through appropriate legal agreements associated with any planning permission.
- 9 Prior to the occupation of any dwelling appropriate mitigation works shall be carried out, where necessary, to the junctions of the A227/London Road/Bull Lane, London Road /Maidstone Road and the A25 Maidstone Road/Quarry Hill/High Street.
- 10 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, and into Borough Green, Platt and towards Wrotham School in line with the Vision and Validate/Monitor and Manage principles.
- 11 Development proposals shall be supported by an air quality assessment and include appropriate mitigation measures to ensure there are no unacceptable adverse impacts upon air quality.

Strategic Policy

Heritage

- 12 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Wrotham, Platt and Ightham Conservation Areas, surrounding and nearby listed buildings and any other nearby designated or non-designated heritage asset. Development proposals shall also be informed by appropriate archaeological assessment and, where necessary, mitigation or preservation in situ in accordance with heritage legislation and guidance.

Flood risk, Source Protection Zones and Groundwater

- 13 Development proposals shall be informed by a site-wide flood risk assessment and shall, where possible, avoid areas at highest risk of flooding through the application of the sequential approach. Sustainable drainage systems shall be provided to manage surface water run-off and ensure that flood risk is not increased elsewhere.
- 14 Development proposals shall be supported by an appropriate hydrological assessment and appropriate mitigation to protect groundwater. Housing and sustainable urban drainage systems shall be located outside of Source Protection Zone 1.
- 15 Groundwater abstraction zones are to be adequately protected at all times to safeguard public water supplies.

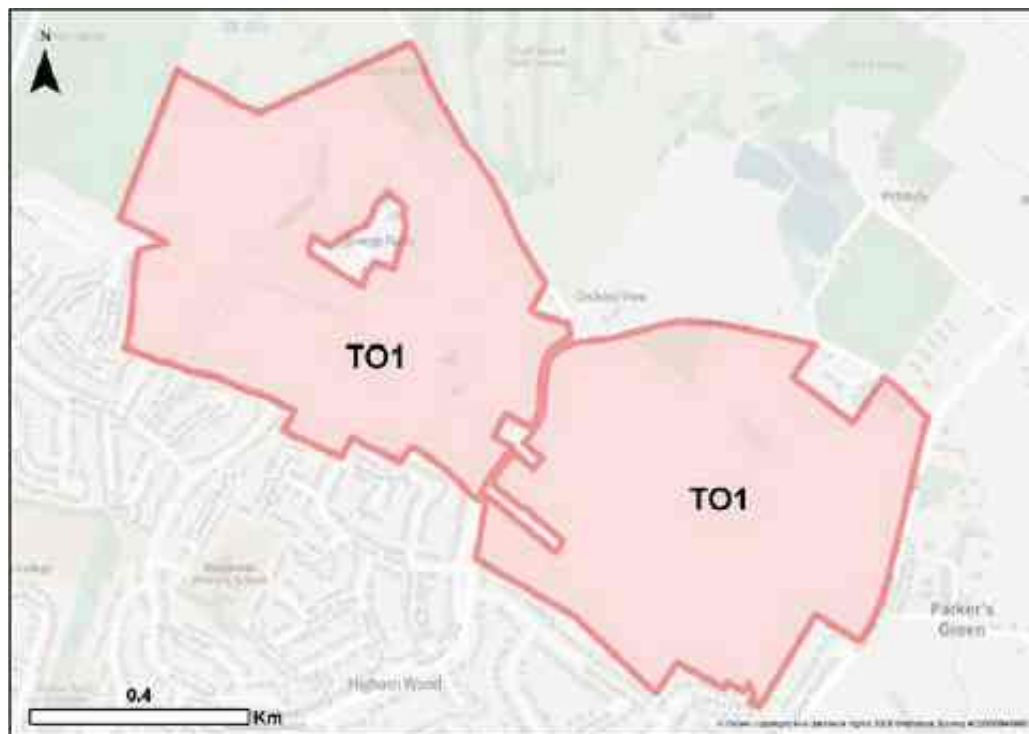
Noise and Amenity

- 16 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures including an appropriate buffer between residential properties and the M26 and the A20 along with existing nearby and future on-site commercial/employment sites and uses to ensure adequate living conditions.

Minerals Safeguarding

- 17 Where development proposals may conflict with safeguarded mineral resources or safeguarded minerals and waste management infrastructure, they shall be supported by appropriate assessment to demonstrate whether there are justifiable grounds for exemption from the presumption to safeguard, in accordance with minerals planning policy.

TO1 Land Northeast of Tonbridge



Overview

14.54 An urban extension to Tonbridge is proposed to deliver approximately 1,500 new dwellings alongside a range of supporting infrastructure including education, healthcare, retail, leisure, and community facilities. Development will form a well-integrated and sustainable extension to the existing settlement, contributing to meeting the borough's housing and infrastructure needs over the plan period.

Context

14.55 The site is approximately 79 hectares and is located to the north of Tonbridge. It is predominantly in agricultural use, interspersed with areas of woodland and tree cover, and is divided by Higham Lane into eastern and western parcels. A grain store and agricultural premise forms part of the allocation, in the northeast, situated at the junction of Hadlow Road and Cuckoo Lane. In addition, garden and land associated with the residential property of Fouracres, located to the south of Cuckoo Lane, also forms part of the allocation.

14.56 Tonbridge, together with adjoining Hilden Park, is the borough's largest settlement. It is a historic market town centred on the River Medway, whose floodplain and the railway have shaped its development. The town retains a strong sense of character, supported by a vibrant high street, wider retail offer, and a strong employment base. It is also an important centre for education, with several grammar schools and academies, and benefits from good rail connectivity, including services to London, making it a key commuter location. The town's form is relatively constrained where the river passes through it, bringing the countryside close to the centre. To the north, established post-war residential areas such as Trench Wood, Cage Green and Higham Wood adjoin the allocation.

14.57 Higham Lane runs north-south through the centre of the site, dividing it into eastern and western parcels. The site is bounded to the east by the A26 (Hadlow Road East), beyond which lies Parker's Green, a small residential hamlet. To the north, Cuckoo Lane and Higham Lane define the boundary, beyond which are Poult Wood Golf Course and Driving Range, along with scattered residential, commercial and agricultural uses. To the west, the site is edged by Ancient Woodland, separating it from the A227 (Shipbourne Road), including Caroty Wood outdoor centre. To the south and south-west lie established residential areas of north Tonbridge, including nearby primary and secondary schools and specialist education provision.

14.58 Public Rights of Way cross the site and connect into the wider network, providing opportunities to enhance walking and cycling links to Tonbridge and surrounding areas. The site has varied topography with a gentle north-south valley runs through the western part of the site, incorporating a narrow lake.

14.59 The site is proposed for release from the Green Belt, with its current boundary defined by the existing urban edge of Tonbridge to the south.

14.60 A small section in the southwest of the allocation lies within Flood Zones 2 and 3. The Tonbridge Conservation Area is located approximately 1.7km to the south and the North Frith Hadlow Conservation Area is sited approximately 450m to the northwest of the allocation boundary (at its closest point). In addition, the site lies within an Area of Archaeological Potential, and an oil pipeline runs across part of the northwest of the allocation.

Justification and Vision

14.61 The allocation represents a sustainable, deliverable and strategically important location for growth, providing a major urban extension to Tonbridge that will make a significant contribution towards meeting the borough's housing, infrastructure and community needs over the plan period.

14.62 The site is well located in relation to Tonbridge, the borough's largest urban area, which is identified in the Council's Sustainable Settlement Study (October 2025) as a Tier 1 Settlement (Principal Service Centre) and ranked highest of all settlements assessed. Tonbridge offers the widest range of services, employment opportunities and educational provision in the borough, including a number of secondary schools and grammar schools. It also benefits from strong public transport connectivity, particularly rail services to London, making it one of the most accessible and sustainable locations for accommodating growth. The site's proximity to the existing built-up area ensures that development can be well integrated with the town, enabling future residents to readily access jobs, services and facilities.

14.63 Through the enhancement and creation of pedestrian and cycle connections, the development will improve accessibility both into Tonbridge town centre and across the wider area. These connections will not only support sustainable travel choices for new residents but also provide benefits to existing communities, improving access to new facilities and strengthening integration between new and established neighbourhoods.

14.64 The scale of the allocation provides a significant opportunity to deliver a comprehensive, infrastructure-led development. The site will support a range of essential services and facilities, including a new two-form entry primary school, which will help meet education needs locally. This will provide a modern, high-quality educational environment, including outdoor play and recreation space, and will be integrated into the development in a way that promotes safe and sustainable access.

14.65 The allocation will also deliver a new healthcare facility, helping to meet increased demand for health services and reducing pressure on existing provision, alongside a range of community, leisure and recreational facilities. This will support the creation of a healthy and inclusive community, with opportunities for active lifestyles through both indoor and outdoor sport and leisure provision. In addition, the site allows for the delivery of extensive areas of natural open space, which will enhance local biodiversity, support ecological networks and provide accessible green space for recreation and wellbeing.

14.66 A small-scale convenience retail offer will be provided as part of the development to meet day-to-day needs, contributing to the creation of a sustainable and self-contained neighbourhood. This provision will complement, rather than compete with, existing centres and will help reduce the need to travel for everyday goods and services. Its location, towards the A26 frontage, will ensure it is accessible to both residents and visitors, supporting its vitality and viability. There is also an opportunity to cluster community uses and services, helping to establish a focal point and reinforce place-making objectives.

14.67 The development will be supported by the delivery of a new road between the A26 (Hadlow Road East) and Higham Lane, which will play a key role in enabling movement through the site and facilitating integration between development parcels. The timing and delivery of this infrastructure will be coordinated through a phased approach, ensuring that infrastructure is provided alongside development and informed through ongoing engagement with infrastructure providers, including Kent County Council.

14.68 The allocation is facilitated through the release of land from the Green Belt, with exceptional circumstances set out in the Council's evidence base. Development will be required to meet relevant policy requirements, including those relating to affordable housing, ensuring that the benefits of development are maximised.

14.69 As a major urban extension into open countryside, landscape and visual considerations are central to the development strategy.

14.70 A comprehensive Strategic Framework Masterplan will underpin the delivery of the site, ensuring that development is coordinated, reflects site opportunities and constraints, and establishes a clear and coherent vision. This will guide the form, layout and phasing of development, ensuring that infrastructure, green infrastructure and mitigation measures are delivered alongside new homes.

14.71 The infrastructure requirements necessary to support this scale of development have been identified, including education, healthcare, retail, community and leisure provision, alongside appropriate off-site contributions where required. The site has been subject to ongoing engagement with key stakeholders, infrastructure providers and promoters, and there is a clear commitment to its delivery.

14.72 Overall, taking account of the site's size, characteristics and infrastructure requirements, the allocation is expected to deliver approximately 1,500 homes alongside the necessary supporting infrastructure. This will create a well-integrated, sustainable and high-quality extension to Tonbridge, contributing positively to the borough's growth strategy and responding effectively to identified needs.

Policy T01 - Land Northeast of Tonbridge

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising approximately 1,500 dwellings and supporting physical and community infrastructure, forming a well-integrated urban extension to Tonbridge. Development proposals shall be brought forward in accordance with a comprehensive master planned approach to ensure coordinated delivery, integration with the existing settlement and appropriate phasing of infrastructure.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes, development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Provision of a two-form entry (2fe) primary school and associated supporting infrastructure;

- b Community hall/indoor facility to be used for community uses and indoor sport with a variety of room sizes;
 - c A new primary and community healthcare facility and supporting infrastructure;
 - d Convenience retail provision to be sited towards the A26 (Hadlow Road East) frontage;
 - e Outdoor sport and fitness provisions including playing pitches and supporting facilities; and
 - f Play spaces, courts and trail provisions.

- 2 Where practicable, community, education and healthcare facilities should be co-located to support the creation of a local centre and maximise accessibility.

Green Infrastructure and Landscape

- 3 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:

- a The provision of both natural and amenity greenspaces, parks and gardens;
 - b A buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland to the west of the allocation boundary;
 - c A buffer zone, appropriate protection measures and mitigation measures, where required, to trees and groups of trees protected by Tree Preservation Orders or of significance, adjacent or within close proximity to the allocation boundary;
 - d A buffer zone in the north of the allocation between built form and Higham Lane to avoid abrupt or exposed urban edges;
 - e Green infrastructure, which is multifunctional, incorporating sustainable drainage, biodiversity enhancement, recreation and landscape mitigation; and
 - f A positive response to site topography and existing landscape features, including the valley feature and waterbody within the western part of the site.

Strategic Policy

Transport and Access

- 4 Vehicle access to the site is to be provided primarily via the A26 (Hadlow Road), Cranford Road and via the section of Higham Lane running across the allocation site.
- 5 Vehicular access to the site from Cuckoo Lane shall be limited solely to the existing grain store parcel in the northeast of the allocation, and associated development within that part of the allocation. No through access or wider strategic site access, other than pedestrian and cycle access or controlled emergency vehicle access shall be provided from Cuckoo Lane to other parts of the allocation or from the section of Higham Lane to the north of the allocation site.
- 6 Development proposals shall secure the delivery of a new road providing a connection from A26 (Hadlow Road East) and across the eastern part of the allocation site to the section of Higham Lane running across the allocation site. Each planning application/ phase on the site shall demonstrate how the new road will provide an onward connection to the adjoining parcels.
- 7 Each planning application shall include a phasing and implementation plan demonstrating how the provision of the new road will be coordinated with the occupation of development, including shared services with other phases or parcels. The timing and trigger points for the new road will be in accordance with the Vision and Validate/ Monitor and Manage Framework, and the delivery of the necessary infrastructure shall be informed through consultation with relevant stakeholders including Kent County Council.
- 8 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, and into Tonbridge and towards the north in line with the Vision and Validate/Monitor and Manage principles shall be provided.
- 9 Development proposals shall demonstrate how active modes of transport are prioritised and promoted and local public transport networks are enhanced and incentivised in accordance with a Vision led approach and that any residual highways impact on local junctions in North Tonbridge are adequately mitigated.

Heritage

- 10 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of any nearby designated or non-designated heritage asset.
- 11 Development proposals shall be informed by appropriate archaeological assessment and mitigation, reflecting the site's location within an Area of Archaeological Potential.

Noise and Amenity

- 12 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures, including an appropriate buffer between residential properties and the A26, to ensure adequate living conditions.
- 13 Development shall protect the amenity of existing residents and provide high-quality living conditions for future occupiers.

Policy TO1 - Land Northeast of Tonbridge continued

Oil Pipeline

- 14 Development proposals must safeguard an existing oil pipeline running across the allocation and retain appropriate stand-off distances, easements and maintenance access. Proposals must avoid unacceptable safety risks and must provide appropriate mitigation and safe measures where required.

Groundwater, Flood risk and Water Quality

- 15 Development proposals must ensure no deterioration in the quality of surface or groundwater bodies, prioritising the avoidance of sensitive locations. Development proposals shall incorporate sustainable drainage solutions and avoid development in areas at highest risk of flooding wherever possible.
- 16 Development proposals must be supported by a Flood Risk Assessment (FRA) and proposals shall, where possible, avoid built form within those areas most at risk to flooding.

Strategic Policy

T02

Land at Southwest Tonbridge



Overview

14.73 This allocation is expected to deliver around 408 homes with supporting infrastructure including education, community, retail and leisure uses and green infrastructure. The development will form a sustainable urban extension, integrated with the existing settlement of Tonbridge.

Context

14.74 The site lies to the southwest of Tonbridge. Tonbridge is a medieval market town centred on the crossing of the River Medway that flows through the town. There is a strong retail aspect to the town, and it has a strong employment base along with being a significant centre for education in the county. The town is a busy London commuter base with good transport links and offers a wide range of services.

14.75 The site comprises agricultural parcels of land, divided by established hedgerows and planting and the topography generally sloping from north to south. The A21 is located to the south of the site and to the west lies the Haysden Conservation Area and a small number of listed buildings. This will require development to be carefully considered in terms of design, layout, building heights and orientations to best preserve and respect the site's context and locality, which contributes to its distinct character and sensitivities.

14.76 Brook Street to the east of the site provides a direct link into the town centre and a Public Right of Way runs along the west boundary of the site towards Haysden Country Park located to the northwest of the site. Existing Public Rights of Way within an adjacent to the site provide opportunities to enhance walking and cycling connections. Existing housing are located to the east and northeast, the south boundary wraps around the Nexus School, to the north lies the Vizard Playing fields which serve the Judd School and to the west lies a small cluster of residential properties.

Justification and Vision

14.77 The site is located within the Green Belt and is also within proximity of the High Weald National Landscape to the southeast. The very northwest of the site lies within Environment Agency Flood Zone 2 and parts of the site are within a Ground Source Protection Zone.

14.78 The allocation represents a sustainable and effective location for growth, delivering a major urban extension to Tonbridge, that will help meet the borough's housing and infrastructure needs.

14.79 The site was assessed through the Council's Landscape and Visual Appraisal (October 2025) (Sites 59765 and 68456) and concluded for both parcels that whilst there would be a significant change to the landscape character of the site, subject to a well-considered scheme including appropriate set-backs and strategic buffer landscaping, and careful assessment and appropriate responses to that analysis of the views from the National Landscape, there is some potential in landscape character terms for development without undue harm to the landscape character of the surrounds.

14.80 Tonbridge and Hilden Park is identified as a highly sustainable Tier 1 settlement with a strong range of services, facilities and rail connectivity, capable of supporting additional development. The site is well related to the existing built-up area and through enhanced pedestrian, cycle and public transport links, future residents

will have good access to the town centre, railway station and surrounding communities, while also enabling existing residents to benefit from new infrastructure. Primary vehicular access to the site is to be provided from the east and via the Upper Haysden Lane.

14.81 The scale of development allows for the delivery of significant supporting infrastructure, including play spaces and green infrastructure. Additional off-site contributions will be sought where required and appropriate to do so in consultation with consultees and infrastructure providers.

14.82 The allocation is facilitated through the release of land from the Green Belt, justified through exceptional circumstances and policy requirements, including the provision of affordable housing. Given the site's sensitive location, particularly in relation to the setting of the High Weald National Landscape, landscape and visual impacts are a key consideration and will inform the form and layout of development at the site.

14.83 A comprehensive masterplan will guide the development, ensuring that site constraints are addressed and that a coherent vision is delivered with infrastructure phased alongside the development. Overall, the allocation is expected to deliver a mixed-use scheme of circa 408 homes alongside the necessary infrastructure and environmental mitigation, creating a well-integrated and sustainable extension to Tonbridge.

Policy TO2 - Land at Southwest Tonbridge

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential development comprising approximately 408 dwellings.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Play spaces, courts and trail provisions.

Green Infrastructure and Landscape

- 2 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:
 - a The provision of both natural and amenity greenspaces, parks and gardens;

- b Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to trees and groups of trees of significance within, adjacent or near to the allocation boundary;
- c Inclusion of a strong, permanent and defensible landscape boundary and buffer between built form and the open countryside to the north of the allocation and adjacent to Lower Haysden Lane to avoid abrupt or exposed urban edges including a strong and new defensible Green Belt boundary; and
- d Provision of appropriate setbacks and strategic buffer planting to preserve the setting of the High Weald National Landscape.

Transport and Access

- 3 Vehicle access to the site is to be provided via Upper Haysden Lane.
- 4 No vehicle access or wider strategic site access, other than pedestrian and cycle access or as a controlled emergency vehicle access where required, shall be provided from Lower Haysden Lane.
- 5 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, into Tonbridge, the Nexus School, Vizards Playing Fields, towards Haysden

Country Park and beyond in line with the Vision and Validate/Monitor and Manage principles. Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed linkages will be coordinated with the occupation of the development, including shared services with other phases or parcels.

Heritage

- 6 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Haysden Conservation Area, listed buildings to the west and any other nearby designated or non-designated heritage asset.

Groundwater, Flood risk and Water Quality

- 7 Development proposals must demonstrate that appropriate mitigation measures are in place to prevent the infiltration of pollutants into aquifers.
- 8 Development proposals must be supported by a Flood Risk Assessment (FRA) and proposals shall, where possible, avoid built form within those areas most at risk to flooding.

Strategic Policy

KH1

Land at Broadwater Farm, Kings Hill



Overview

14.84 Allocation KH1 comprises a strategic urban extension to Kings Hill of approximately 81 hectares, providing for around 1,300 new homes alongside a new secondary school, community, leisure and green infrastructure. The scale of the allocation enables a comprehensive and coordinated approach to growth and will make significant contribution towards meeting the borough's housing and infrastructure needs over the plan period whilst supporting the continued role of Kings Hill as a key service centre serving both its own community and surrounding settlements.

Context

14.85 The site is located immediately to the north of Kings Hill, with West Malling approximately 600 metres to the north-west and East Malling around 815 metres to the north-east. Kings Hill is a relatively modern settlement established from the late 1980s on the former RAF West Malling airfield and is characterised by planned neighbourhoods, employment areas and a strong range of local services and facilities.

14.86 Kings Hill occupies a relatively flat area at the top of the Greensand ridge, with the landscape falling gently to the north into productive agricultural land. Woodland blocks to the east and west provide landscape structure and containment. The Kent Downs National Landscape lies approximately 3km to the north at its closest point, with elevated sections considerably further away. Due to distance, landform and intervening development, Kings Hill and its immediate surroundings are not considered to form part of the setting of the National Landscape.

14.87 The allocation site is predominantly agricultural land in single ownership, supporting effective masterplanning and coordinated delivery. The land slopes gently from north to south, and Lavenders Road and Broadwater Road pass through the central area, forming part of the site's existing movement framework.

14.88 To the west of the site lies the A228 (Ashton Way), which provides connections to West Malling Station, the M20 and settlements within the wider area. Manor Park Country Park, a circa 52-acre area of public open space, is located approximately 170 metres to the west. The southern boundary of the allocation adjoins the built-up areas of Kings Hill and wraps around Hoath Wood, a designated area of Ancient Woodland, as well as an established Gypsy and Traveller site accessed from Lavenders Road. To the north, the site is bordered in large part by Lavenders Road and Pikey Lane, beyond which lie agricultural land and small clusters of rural properties. The eastern boundary relates primarily to agricultural land and woodland. Whilst the site lies outside Environment Agency Flood Zones 2 and 3, a section of land in the north-west of the allocation, adjacent to the A228 and Lavenders Road, is identified as being at higher risk of groundwater flooding, and a Groundwater Source Protection Zone is located approximately 140 metres to the east of the site. Together, these surrounding uses and features form an important part of the site's environmental and settlement context.

14.89 The site lies in proximity to several designated and non-designated heritage assets. It partially wraps around the New Barns and Broadwater Farm Conservation Area, which includes listed buildings such as New Barns House and Broadwater Farm Oasts. Well Street to the north-east contains several listed properties set within spacious plots. Much of the site also lies within an Area of Archaeological Potential, reflecting its historic rural character.

14.90 Landscape considerations have informed the shape and extent of the allocation. The Council's Landscape and Visual Appraisal (October 2025) identified the northern part of the wider site as particularly sensitive to visual change, including views from conservation areas and rural lanes. Consequently, the most sensitive northern land has been excluded from the allocation. The southern part of the site was assessed as having greater capacity to accommodate development, benefiting from stronger landscape boundaries, existing vegetation and a closer relationship with the built-up area of Kings Hill.

14.91 Kings Hill benefits from good accessibility, including regular bus services and proximity to West Malling Station, which lies approximately 800 metres from the allocation site at its closest point and provides direct rail services to London. A network of Public Rights of Way crosses and adjoins the site, linking Ashton Way, Lavenders Road, Pikey Lane and existing residential areas, and providing opportunities to strengthen pedestrian and cycle connectivity.

Justification and Vision

14.92 An urban extension to Kings Hill represents an appropriate, sustainable and effective means of meeting housing and infrastructure needs across the borough during the plan period. The site is well located in close functional and physical relationship to Kings Hill, which is identified in the Council's Sustainable Settlement Study (October 2025) as a Tier 2 Settlement (Service Centre). Kings Hill provides a strong range of shops, services and employment opportunities, serves surrounding smaller settlements, and benefits from regular bus services.

14.93 The allocation lies within relatively close proximity to West Malling Station, which offers direct rail services to London, and provides opportunities to strengthen connections between Kings Hill and the station. Enhanced pedestrian and cycle links would enable future residents to readily access services and facilities within Kings Hill, West Malling Station and other public transport connections, while also allowing existing residents to access new facilities and infrastructure delivered as part of the allocation. Primary vehicular access is available from the A228, alongside a direct connection from the southern boundary to Kings Hill, supporting effective integration with the existing settlement.

14.94 Kings Hill currently accommodates three primary schools, some of which have capacity to support future growth. The scale of the allocation enables a coordinated approach to infrastructure provision to support an expanded community, including education, leisure and community facilities. A significant benefit of the allocation is the opportunity to deliver a new eight-form entry secondary school, addressing an identified need for secondary education provision arising from growth within the borough and surrounding settlements. The school would provide a modern educational facility with associated sports pitches and leisure provision, offering wider community benefits outside school hours and supporting healthy and active lifestyles. The secondary school and sports pitches should be located within a part of the allocation which is readily accessible to existing residents of Kings Hill. The allocation also provides opportunities for substantial areas of natural and recreational open space, enhancing biodiversity and locally distinctive habitats.

14.95 Landscape and visual considerations underpin the vision for the allocation and provide a clear framework for how development can be accommodated. The Council's Landscape and Visual Appraisal (October 2025) identified that, while visual effects would occur, these are relatively contained and can be managed through the form and structure of development. This evidence has informed the focus of development within the less sensitive southern parts of the site, where existing vegetation, shelterbelts and hedgerows provide a strong landscape framework and a degree of visual containment, despite some visibility from the west.

14.96 Within these areas, there is capacity to accommodate a range of residential typologies, that respond to the surrounding landscape character without resulting in undue harm. Strong existing boundaries to the south and east provide containment, while the western edge presents opportunities for landscape-led design and structural planting to filter views and soften the settlement edge.

14.97 The strengthening of the site's landscape structure is a key component of the overall vision, with planting used to reinforce existing features and provide a coherent and legible transition between the built form and the surrounding countryside. In particular, the establishment of a clear and well-defined landscape edge between the northern and southern parts of the wider site is integral to the success of development, building on existing features such as Pikey Lane and field boundaries, while introducing new planting where the landscape is currently more open and less defined.

14.98 The allocation benefits from single ownership, early engagement with infrastructure providers and ongoing collaboration between the Council, consultees and the site promoter. Through this process, the infrastructure requirements necessary to support the proposed urban extension have been identified and have informed the preparation of the policy framework. Having regard to the site's size, characteristics, constraints and infrastructure opportunities, the allocation is considered capable of delivering approximately 1,300 homes alongside education, community facilities and green infrastructure within the plan period.

Policy KH1 - Land at Broadwater Farm, Kings Hill

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising approximately 1,300 dwellings. Development proposals shall be supported by a comprehensive Strategic Framework Masterplan which establishes the overall vision for the site and demonstrates how development will be coordinated across the allocation, taking account of site constraints, opportunities and required infrastructure.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Provision of an eight-form entry (8fe) secondary school, associated supporting infrastructure, and playing pitches with supporting facilities to be made available for community use outside of school use; and
 - b Play spaces, courts and trail provisions.

Green Infrastructure and Landscape

- 2 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:
 - a Concentrating built form and development in the southern parts of the allocation with no above ground-built form located to the north of Pikey Lane and the most northern section

of Lavenders Road where it crosses the A228;

- b The creation of a strong landscape edge along the north boundary of the allocation between Lavenders Road and Pikey Lane to avoid an abrupt or exposed urban edge;
- c The provision of both natural and amenity greenspaces, parks and gardens;
- d Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland to the south of the allocation boundary and to trees and groups of trees protected by Tree Preservation Orders or of significance, within, adjacent or within close proximity to the allocation boundary; and
- e Appropriate setbacks to boundary and adjoining vegetation.

Strategic Policy

Transport and Access

- 3 Primary vehicle access to the site is to be provided via the A228 (Ashton Way).
- 4 A secondary vehicular access is to be provided via the south boundary and directly from Kings Hill and made available to use, at latest, prior to the first use of the secondary school.
- 5 Vehicle access to the Hoath Wood Gypsy and Traveller site, to the south of the allocation, is to be retained via Lavenders Road unless an alternative, appropriate, means of access can be demonstrated and achieved.
- 6 No vehicle access or wider strategic site access, other than pedestrian and cycle access or as a controlled emergency vehicle access where required, shall be provided from Lavenders Road, Broadwater Road, The Heath or Pikey Lane into the allocation site.
- 7 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, and into Kings Hill and towards West Malling Station in line with the Vision and Validate/Monitor and Manage principles.

- 8 Development should support the integration of the allocation with Kings Hill, including facilitating connections to existing services, facilities and sustainable transport networks, including West Malling Station.

Heritage

- 9 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the New Barns and Broadwater Farm, West Malling and the Mill Street (East Malling) Conservation Areas, listed buildings to the north and any other nearby designated or non-designated heritage asset.
- 10 Development proposals shall be informed by an appropriate archaeological assessment, having regard to the site's location within an Area of Archaeological Potential, and include measures for investigation, recording or preservation as appropriate.

Oil Pipeline

- 11 Development proposals must safeguard an existing oil pipeline running across the allocation and retain appropriate stand-off distances, easements and maintenance access. Proposals must avoid unacceptable safety risks and must provide appropriate mitigation and safe measures where required.

Noise and Amenity

- 12 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures including an appropriate buffer between residential properties and the A228 to ensure adequate living conditions.

Flood risk, Groundwater and Water Quality

- 13 Development proposals must ensure no deterioration in the quality of surface or groundwater bodies, prioritising the avoidance of sensitive locations.
- 14 Development proposals shall take account of areas of higher groundwater flood risk within the north-west of the site, ensuring the layout and design responds appropriately to this constraint.

AY1 Land at Aylesford Lakes, Aylesford



Overview

14.99 The site is proposed for a residential-led development of approximately 938 dwellings with associated leisure, retail and community uses. It is located between Aylesford Village and Eccles and forms part of a wider area currently experiencing growth.

Context

14.100 The allocation covers approximately 76 hectares and is divided into eastern and western parcels by Bull Lane, which runs north-south through the site. The eastern parcel is largely open arable land with a small former quarry lake, while the western parcel contains a larger former quarry lake.

14.101 Aylesford lies to the south-east of the site and is a historic Medway Valley village characterised by a compact form, narrow lanes, traditional buildings and a strong relationship with the River Medway and surrounding chalk landscapes. Eccles lies to the north, close to the river valley, and has a small-scale rural character within gently undulating terrain.

14.102 Land immediately north of the allocation benefits from outline planning permission for up to 950 dwellings, a local centre, primary school and sports facilities, extending Eccles southwards toward the site. To the south-east, consented development for a later-living community wraps around a former quarry lake and adjoins the edge of Aylesford. Together, these developments influence the site's relationship with both settlements.

14.103 Bull Lane provides a direct route through the site and northwards through Eccles to Burham and Peters Village. Rochester Road lies to the west and south, connecting Aylesford with Ditton, Larkfield, Maidstone and the Medway towns via the A229. The wider area includes the Aylesford Wastewater Treatment Works, solar farms, agricultural land and commercial and industrial uses near the River Medway and New Hythe Station.

14.104 A network of Public Rights of Way crosses or borders the site, including routes along Bull Lane and links between Rochester Road, Eccles and Aylesford, contributing to local movement and connectivity.

14.105 The site lies within the Medway Valley landscape, with gently varying topography influenced by former quarrying and the river corridor. The Kent Downs National Landscape lies approximately 1km to the north-east. The allocation includes Aylesford Pit SSSI, designated for its geological interest, and contains areas of ancient woodland and nearby groups of TPO trees. Eccles Old Pits Local Wildlife Site lies close to the north-west boundary.

14.106 Aylesford Conservation Area lies approximately 175 metres to the south, with listed buildings along Rochester Road. Large parts of the site fall within an Area of Archaeological Potential. Low-lying land toward the south-west and eastern edge relates to the River Medway floodplain and includes areas within Flood Zones 2 and 3, while the southern part of the site lies within a groundwater source protection zone. The site is also located within an area where safeguarded minerals and waste infrastructure are present.

Justification and Vision

14.107 The allocation of land at Aylesford Lakes is considered to provide a suitable, sustainable and deliverable means of meeting identified housing and associated needs within the borough over the plan period.

14.108 The site is well related to the settlements of Aylesford and Eccles, both identified in the Council's Sustainable Settlement Study (October 2025) as Tier 4 settlements (Secondary Villages). While offering a more limited range of services and public transport connectivity, these settlements benefit from proximity to more highly serviced areas within the Medway Gap. Aylesford railway station, together with nearby stations including New Hythe, provides access to the wider rail network, and the area benefits from strong employment opportunities associated with nearby commercial and industrial areas, including New Hythe, Quarry Wood and the 2M Trade Park.

14.109 The allocation provides the opportunity to enhance connectivity within the local area, particularly through the provision of improved pedestrian and cycle links. This will support access between the site, existing settlements, local services and facilities, and public transport nodes. It will also enable existing communities to benefit from new facilities and infrastructure delivered as part of the development.

14.110 The size of the allocation means it will be able to contribute to the necessary infrastructure to ensure the area can accommodate this growth, and provide and support various facilities, including retail and leisure along with mitigations to the highway network through the creation of a link road. It will also deliver the necessary investment in infrastructure to ensure proper integration of the new growth areas with the existing settlements.

14.111 The allocation also provides the opportunity to mitigate and reduce congestion and pressure in the local area through the creation of a link road across the allocation between Rochester Road and Bull Lane.

14.112 Given its scale, the allocation is capable of supporting and delivering the infrastructure necessary to accommodate growth in a coordinated and comprehensive manner. This includes retail, leisure and community facilities, as well as strategic transport infrastructure. In particular, the provision of a new link road between Rochester Road and Bull Lane will form a key component of the development. This connection will support the movement network, provide an alternative route for local traffic, and assist in alleviating existing congestion, including along the constrained High Street in Aylesford Village. The new road will be integral to the comprehensive masterplanning of the site and will contribute to improved accessibility and connectivity for both new and existing communities.

14.113 The allocation also supports the creation of a small-scale convenience retail offer to meet day-to-day needs. This will contribute to the development of a sustainable and functional community, supporting access to services by walking and cycling and complementing existing provision in the surrounding area. Community and service uses will be arranged to maximise accessibility and support the creation of an active and coherent local centre.

14.114 The development will promote health and wellbeing through opportunities for active travel, new sports and leisure provision, and the delivery of significant areas of open space. These spaces will contribute to landscape structure, biodiversity and the creation of a distinctive and attractive living environment.

14.115 Landscape considerations are central to the development of the site, given its location within the Medway Valley. The site has been assessed through the Council's Landscape and Visual Appraisal (October 2025), which considered multiple parcels within the allocation. The appraisal indicates that development can be accommodated where supported by high-quality design and strong landscape integration.

14.116 A comprehensive master planned approach is required to ensure that development responds positively to the site's opportunities and constraints and establishes a clear vision for the area. Supporting infrastructure requirements have been identified, including on-site provision and the need for wider contributions, informed through ongoing engagement with infrastructure providers, developers and key stakeholders. Taking into account its size, constraints, and the requirement to accommodate supporting uses and infrastructure, the allocation is expected to deliver approximately 938 dwellings as part of a balanced and integrated development.

Policy AY1 - Land at Aylesford Lakes, Aylesford

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising approximately 938 dwellings. Development must be brought forward in accordance with a comprehensive masterplan for the allocation which demonstrates how the development will be integrated with Aylesford, Eccles and adjoining committed development, responds to site constraints and opportunities, and establishes a clear framework for land use, movement, green infrastructure and phasing.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Convenience retail provision;
 - b Outdoor sport and fitness provisions including playing pitches and supporting facilities; and
 - c Play spaces, courts and trail provisions.

- 2 Community facilities shall be located and designed to maximise accessibility and support the creation of a coherent and active local centre and development shall be phased to ensure the timely provision of supporting infrastructure, services and community facilities in step with occupation of the development.

Green Infrastructure and Landscape

- 3 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, including the setting of the Kent Downs National Landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:
 - a The provision of both natural and amenity greenspaces, parks and gardens;
 - b Inclusion of strong, permanent and defensible landscape boundaries and buffers between built form and the open countryside, particularly to the west and northeast of the allocation, to avoid abrupt or exposed urban edges;

- c A buffer zone and appropriate stand-off distance to prevent encroachment and maintain the condition of the Aylesford Pit Site of Special Scientific Interest (SSSI);
- d Detailed measures to avoid harm to SSSIs, including site access, material storage, drainage, and dust control;
- e Appropriate provisions to preserve the Eccles Old Pit Local Wildlife Site; and
- f Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland within the allocation boundary and to trees and groups of trees protected by Tree Preservation Orders or of significance within, adjacent to or near the allocation boundary.

Transport and Access

- 4 Vehicle access to the site is to be provided via Rochester Road and Bull Lane.
- 5 Development proposals shall secure the delivery of a new road providing a connection from Rochester Road and across the site to Bull Lane. Each planning application/phase on the site shall demonstrate how the new road will provide an onward connection to the adjoining parcels.

Strategic Policy

- 6 Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road will be coordinated with the occupation of the development, including shared services with other phases or parcels. The timing and trigger points for the new road will be in accordance with the Vision and Validate/ Monitor and Manage Framework, and the delivery of the necessary infrastructure shall be informed through consultation with relevant stakeholders including Kent County Council.
- 7 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, and into Aylesford Village and towards Eccles in line with the Vision and Validate/Monitor and Manage principles, prioritising active travel and connections to local services, facilities and public transport nodes including Aylesford and New Hythe stations.
- 8 Proposals shall demonstrate physical and functional integration with adjacent committed and allocated development, including movement connections and green infrastructure networks.

Heritage

- 9 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Aylesford Conservation Area, listed buildings to the east along Rochester Road and any other nearby designated or non-designated heritage asset.
- 10 Development proposals shall be informed by appropriate archaeological assessment reflecting the site's location within an Area of Archaeological Potential.

Odour

- 11 The layout of development should be informed by an odour assessment to be undertaken in consultation with statutory wastewater operator for the works.

Safeguarding of Strategic Utilities

- 12 Development proposals must adequately protect and safeguard strategic utilities infrastructure including critical sewers and assets. Development which seeks to divert or build over such utility infrastructure will not be supported unless otherwise agreed by the infrastructure provider.

Flood risk, groundwater and Water Quality

- 13 Development shall be directed to areas of lowest flood risk and incorporate appropriate measures to manage flood risk and surface water.
- 14 Development proposals must demonstrate that appropriate mitigation measures are in place to prevent the infiltration of pollutants into aquifers.

HP1 Land off Stocks Green Road, Hildenborough



Overview

14.117 A residential led development to the west of Hilden Park and to the south of Hildenborough is proposed to deliver approximately 602 new dwellings, and associated leisure and retail facilities. Development proposals will be fully integrated within the existing settlement and provide for the needs of the borough's growing population.

Context

14.118 The site is in the south-west of the borough, to the west of Tonbridge and Hilden Park and to the south of Hildenborough. Extending to approximately 34 hectares, it lies south of Tonbridge Road and Noble Tree Road, north of Stocks Green Road and the railway line, and east of Rings Hill. The site comprises predominantly agricultural land, interspersed with areas of woodland, tree belts and a multi-storey office building adjacent to Tonbridge Road.

14.119 Tonbridge, together with the adjoining Hilden Park area, forms the borough's principal urban area. Hildenborough lies to the west and is a well-established commuter settlement, with ongoing development strengthening the physical relationship between the two. The site sits between these areas and is well positioned in relation to the wider settlement pattern.

14.120 To the north, Tonbridge Road and the built-up areas of Hildenborough provide an established residential and institutional context, including Sackville School and Hilden Park School, both of which contain listed buildings. To the east, the site is bounded by woodland and residential properties along Stocks Green Road. To the south, Stocks Green Road separates the site from further agricultural land, including land allocated under Policy HP3 which allocates land to deliver 156 units, while a railway line forms part of the southern boundary with Hilden Park Golf Range and Gym beyond. To the west, Rings Hill provides a transition to allotments and small-scale commercial uses.

14.121 Hildenborough Station lies to the south-west, providing direct rail services to London. The surrounding road network, including Tonbridge Road and the A21, offers connections to Tonbridge and the wider area, placing the site in a well-connected location in terms of transport and access to employment and services.

14.122 Public Rights of Way cross and adjoin the site, including routes connecting Tonbridge Road and Stocks Green Road and extending southwards across the railway line. These contribute to local connectivity and provide opportunities to enhance links between Hildenborough, the site and the railway station.

14.123 The site slopes gently from north to south and forms part of the transition between the built-up areas of Tonbridge/Hilden Park and the surrounding countryside. It includes areas of environmental and historic interest, including Ancient Woodland, tree belts subject to Tree Preservation Orders, and a small part of the Hildenborough Conservation Area along Tonbridge Road. Much of the site lies within an Area of Archaeological Potential.

14.124 The land is currently designated as Green Belt, with Tonbridge Road and the built-up edge of Hilden Park forming its existing boundaries. The site occupies a position between established and emerging development areas and contributes to the wider landscape setting of both Tonbridge/Hilden Park and Hildenborough.

14.125 The southeast of the site lies within Environment Agency Flood Zones 2 and 3, there are areas susceptible to surface water flooding, and it sits within a landscape influenced by underlying groundwater conditions. These designations highlight the need to consider flood risk and groundwater sensitivity.

Justification and Vision

14.126 The allocation of land to the west of Hilden Park and south of Hildenborough provides a suitable, sustainable and deliverable opportunity to contribute towards meeting the borough's housing and associated needs over the plan period. Its location, adjacent to the Tonbridge/ Hilden Park urban area and in close proximity to Hildenborough, allows it to function as a logical extension to the existing settlement pattern.

14.127 Tonbridge, together with Hilden Park, is identified in the Council's Sustainable Settlement Study (October 2025) as a Tier 1 settlement (Principal Service Centre), offering a wide range of services, facilities, employment opportunities and strong public transport connectivity, including rail services to London. Hildenborough is identified as a Tier 3 settlement (Primary Village), providing a good range of day-to-day services and facilities. The site is therefore well positioned to benefit from, and contribute to, this established network of settlements.

14.128 The scale of the allocation allows for the coordinated delivery of supporting infrastructure, including retail, leisure and community uses, alongside new homes. This will support the creation of a sustainable and well-functioning community and complement existing provision within the surrounding area.

14.129 A key opportunity presented by the allocation is the enhancement of connectivity, particularly for pedestrians and cyclists. Improved routes across the site would facilitate more direct access between Hildenborough, surrounding residential areas and Hildenborough Station, which provides regular rail services to London. The site occupies a location where it can significantly improve existing movement patterns by providing more legible and accessible connections.

14.130 In achieving this, the connections towards Hildenborough Station will need to pass through an area of Ancient Woodland located in the south-western part of the site. The design and alignment of such routes will need to respond sensitively to this constraint, minimising fragmentation, soil disturbance and changes to hydrology. Solutions such as boardwalk or 'no-dig' construction methods may be appropriate to maintain the integrity of the woodland environment.

14.131 The site also provides opportunities to improve local movement through connections between Tonbridge Road and Stocks Green Road, alongside wider enhancements to pedestrian and cycle networks. These connections will assist in integrating the development with existing communities and improving accessibility to services, facilities and public transport.

14.132 While opportunities exist to improve vehicular connectivity across parts of the site, the presence of Ancient Woodland and significant tree groups influences how movement routes are configured. As a result, there is no requirement for a vehicular route to extend into the western parcel, allowing these environmental features to be retained and respected within the overall layout.

14.133 The development will support the provision of a small-scale convenience retail offer to meet day-to-day needs, contributing to the vitality and viability of the local area. New sport and leisure facilities, alongside areas of open space, will promote active lifestyles and enhance the quality of the environment, including opportunities to support and strengthen locally distinctive habitats.

14.134 The allocation is proposed on land currently within the Green Belt, with exceptional circumstances for its release set out in the Council's evidence base, including the Green Belt Topic Paper and Exceptional Circumstances Strategic Note. The site occupies a contained position adjacent to the urban edge and has been identified as having potential to accommodate development as part of the borough's overall strategy for growth.

14.135 Landscape considerations are an important factor in the development of the site. The Council's Landscape and Visual Appraisal (October 2025), which assessed the site as a series of parcels, indicates that while individual parcels have limited capacity in isolation, there is potential for development when considered comprehensively, with careful attention to layout and integration with the surrounding landscape.

14.136 A comprehensive and coordinated approach to the development of the site through a strategic master plan will be required to ensure that it responds effectively to its opportunities and constraints, establishes a clear vision for growth, and integrates with surrounding areas. Infrastructure requirements have been identified to support the development, including both on-site provision and wider contributions, informed through engagement with infrastructure providers and stakeholders.

14.137 The site is considered deliverable within the plan period. Having regard to its size, constraints and the requirement to accommodate supporting infrastructure and green infrastructure, the allocation is expected to deliver approximately 602 dwellings as part of a balanced and integrated development.

Policy HP1 - Land off Stocks Green Road, Hildenborough

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising approximately 602 dwellings.

Development must be brought forward in accordance with a comprehensive masterplan for the allocation which demonstrates how the development will be integrated with Tonbridge, Hilden Park and Hildenborough, responds to site constraints and opportunities, and establishes a clear framework for land use, movement, green infrastructure and phasing.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Convenience retail provision to be sited towards the Tonbridge Road frontage;
 - b Outdoor sport and fitness provisions including playing pitches and supporting facilities; and
 - c Play spaces, courts and trail provisions.

Green Infrastructure and Landscape

- 2 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:
 - a The provision of both natural and amenity greenspaces, parks and gardens;
 - b Inclusion of strong, permanent and defensible landscape boundaries and buffers between built form and the open countryside to avoid abrupt or exposed urban edges; and
 - c Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland and to trees and groups of trees protected by Tree Preservation Orders or of significance within and adjacent to the allocation boundary.

Transport and Access

- 3 Vehicle access to the site is to be provided via Tonbridge Road, Stocks Green Road and Noble Tree Road.
- 4 No vehicle access or wider strategic site access, other than pedestrian and cycle access or as a controlled emergency vehicle access where required, shall be provided from Rings Hill.
- 5 Development proposals shall secure the delivery of a new road providing a connection from Tonbridge Road and across the site to Stocks Green Road. Each planning application/phase on the site shall demonstrate how the new road will provide an onward connection to the adjoining parcels.
- 6 Development proposals shall secure the delivery of a direct access and pedestrian and cycle links providing routeways from Tonbridge Road, Noble Tree Road and Stocks Green Road across the site to Hildenborough Train Station. Each planning application/phase on the site shall demonstrate how the link routeways will provide an onward connection to the adjoining parcels.

Strategic Policy

- 7 The alignment and design of pedestrian and cycle routes, particularly in areas intersecting with Ancient Woodland, shall demonstrate a sensitive approach that minimises harm to these assets and maintains their integrity.
- 8 Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road and pedestrian/cycle link will be coordinated with the occupation of the development, including shared services with other phases or parcels. The timing and trigger points for the new road and pedestrian/cycle link will be in accordance with the Vision and Validate/ Monitor and Manage Framework, and the delivery of the necessary infrastructure shall be informed through consultation with relevant stakeholders including Kent County Council and Network Rail.
- 9 All parcels shall deliver the necessary on-site connections and facilitate onward connections to adjoining parcels as part of a coordinated approach to the development of the site. The delivery and integration of the new road and pedestrian and cycle routes, including connections to Hildenborough Station, shall be secured through planning obligations. The form, alignment and timing of this infrastructure will be established through the phasing and implementation plan and informed through ongoing engagement with relevant stakeholders, including Kent County Council.

Heritage

- 10 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Hildenborough Conservation Area, the listed school buildings to the north and any other nearby designated or non-designated heritage asset.
- 11 Development proposals shall be informed by appropriate archaeological assessment reflecting the site's location within an Area of Archaeological Potential.

Noise and Amenity

- 12 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures including an appropriate buffer between residential properties and the railway line to the south to ensure adequate living conditions.

Flood risk, groundwater and Water Quality

- 13 Development shall incorporate appropriate measures to manage surface water and reduce the risk of on-site and off-site flooding.
- 14 Development proposals must ensure no deterioration in the quality of surface or groundwater bodies, prioritising the avoidance of sensitive locations.
- 15 Development proposals must be supported by a Flood Risk Assessment (FRA) and proposals shall, where possible, avoid built form within those areas most at risk to flooding.

HA1 Land North of Court Lane and Land South of Cemetery Lane, Hadlow



Overview

14.138 Land north of Court Lane and south of Cemetery Lane is allocated for a residential urban extension to Hadlow. The site extends to approximately 21 hectares and is expected to deliver around 422 new dwellings, contributing to the borough's housing needs.

14.139 The allocation represents a logical extension to the eastern edge of the village and provides an opportunity to form a well-integrated addition to the existing settlement. The development forms part of the overall spatial strategy for Hadlow, supporting its role as a service village while maintaining its relationship with the surrounding rural landscape.

Context

14.140 The allocation comprises predominantly agricultural land with a small commercial yard containing agricultural-style buildings. The site is relatively flat, with consistent topography across the site and its immediate surroundings. A pond/water body is located within the western part of the site adjacent to Maidstone Road.

14.141 Hadlow is a rural village situated within the Medway Valley, characterised by the gently undulating landscape of the Low Weald. The wider area comprises a mix of arable farmland, pasture, orchards and woodland.

14.142 The village developed historically along the A26 (Maidstone Road), which remains the primary route connecting Tonbridge to the south and Maidstone to the north. Its historic core, including St Mary's Church and Hadlow Tower, lies within a designated Conservation Area and reflects a mix of Georgian, Victorian and modern housing development.

14.143 The site lies to the east of the existing built-up area of Hadlow and west of the A26. Residential properties along Maidstone Road form part of the eastern edge of the village and adjoin the site. To the north, Cemetery Lane forms a rural boundary to the allocation, connecting Maidstone Road and Court Lane. The lane is narrow in parts and lacks formal pedestrian infrastructure. Hadlow Cemetery lies to the northeast, with agricultural land beyond.

14.144 To the northwest along Cemetery Lane are two established Gypsy and Traveller sites at Springfield Place and Alan's Hectare. Court Lane forms the southern boundary of the site, where a row of semi-detached properties back onto the allocation. The site wraps around Court Lane Farmhouse.

14.145 Opposite, Hadlow College Court Lane Nurseries is allocated for residential development, with a further adjoining site benefitting from planning permission for housing and a children's day nursery.

14.146 A Public Right of Way crosses the northern part of the site, linking Maidstone Road and Cemetery Lane.

14.147 The site adjoins Hadlow Conservation Area along part of its western boundary. Several heritage assets are located nearby, including James House on Maidstone Road, Hadlow War Memorial within the cemetery and Bailiff House on Cemetery Lane. Parts of the site fall within an Area of Archaeological Potential.

14.148 A number of trees subject to Tree Preservation Orders are located within and adjacent to the eastern boundary. The site lies outside areas of fluvial flood risk, although parts of the northern area are affected by groundwater flood susceptibility.

14.149 The allocation lies within a landscape that currently forms part of the Green Belt and is identified for release through the Plan to enable development and establish a revised, defensible settlement boundary. Its development provides the opportunity to redefine the eastern edge of Hadlow and establish a new long-term boundary to the settlement. The site is also located within an area where safeguarded mineral resources and associated infrastructure may be present.

Justification and Vision

14.150 The allocation of land north of Court Lane and south of Cemetery Lane is considered to represent an appropriate, sustainable and effective means of meeting identified housing and associated needs across the borough during the plan period. The site is well related to the existing settlement of Hadlow and is capable of accommodating a substantial quantum of development in a location that supports the overall spatial strategy of the Plan.

14.151 Hadlow is identified within the Council's Sustainable Settlement Study (October 2025) as a Tier 3 Settlement (Primary Village) providing a good range of day-to-day services and facilities, whilst also having functional relationships with larger centres to meet wider shopping, employment and leisure needs. The proximity of Hadlow to Tonbridge, the borough's most sustainable settlement, further reinforces the suitability of the location.

14.152 The scale of the allocation provides the opportunity to deliver housing alongside the infrastructure necessary to support growth and ensure effective integration with the existing village. The size of the site enables meaningful contributions to infrastructure provision, helping to support local services and facilities and reinforcing Hadlow's role as a sustainable settlement within the settlement hierarchy.

14.153 A key opportunity presented by the allocation is the potential to address existing congestion and capacity issues within the local highway network, particularly at the Maidstone Road / Court Lane junction to the south-west of the site. The creation of a new road between Maidstone Road and Court Lane across the allocation site has the potential to mitigate the highway impacts of new development, redistribute traffic movements, and provide wider benefits to the village by reducing pressure at existing pinch points, particularly during peak travel periods. The link road forms a central element of the site's comprehensive approach to growth, ensuring that movement infrastructure is integrated with development and contributes to a more efficient and resilient local highway network.

14.154 Access to Maidstone Road requires consideration of an existing pond and water body located within the western part of the site adjacent to the road. This constraint presents both technical considerations and an opportunity to create a distinctive and well-designed gateway to the development that responds positively to the character of the area.

14.155 The allocation provides opportunities to enhance and expand pedestrian and cycle connections, enabling future residents to access services and facilities within Hadlow and to connect with public transport networks. The scale of development supports investment in infrastructure both on and off site, contributing to the vitality and viability of existing shops, services and community facilities. In addition to active travel, the allocation offers opportunities to promote health and wellbeing through the provision of green infrastructure and significant areas of natural open space, with the potential to enhance locally distinctive habitats.

14.156 Development of the site is facilitated through the release of land from the Green Belt. The exceptional circumstances for this release are set out within the Green Belt Topic Paper and the Exceptional Circumstances Strategic Note. The Tonbridge and Malling Stage 2 Green Belt Assessment (September 2025) identifies the land as 'Provisional Grey Belt'. Policy SP8: Managing Development in the Green Belt establishes overarching principles for development on land released from the Green Belt, including expectations relating to affordable housing provision.

14.157 Given the scale of development proposed and the site's location at the edge of the settlement, careful consideration will need to be given to layout, scale and density, alongside the incorporation of locally distinctive landscape features. Overall, development has the potential to integrate sensitively with the existing settlement pattern. The introduction of robust landscape structure and mitigation will assist in maintaining the visual separation between the village and the wider rural landscape, while reinforcing the character of the settlement edge. Particular regard is required to ensure that development respects the setting of nearby heritage assets, including the Hadlow Conservation Area.

14.158 Taking account of the identified constraints, it is considered that the allocation is capable of delivering the proposed quantum of development, together with necessary on-site infrastructure and green infrastructure, in a manner that responds positively to its sensitive setting.

14.159 The overall vision for the site is to deliver a comprehensively planned urban extension, informed by a strategic framework masterplan that establishes a clear and coherent approach to growth, movement, landscape and integration with Hadlow. The master planning process provides a means of addressing opportunities and constraints in a coordinated manner and articulating a long-term vision for the site.

14.160 The infrastructure required to support development at this scale has been identified through ongoing engagement with infrastructure providers, statutory consultees and site promoters. This has included consideration of both on-site provision, such as the new road, and off-site contributions where appropriate.

14.161 Having regard to the size of the site, the range of on-site requirements and the need to integrate development with existing and emerging growth in the area, delivery of approximately 422 dwellings is considered reasonable and achievable within the plan period.

Policy HA1 - Land North of Court Lane and South of Cemetery Lane, Hadlow

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential development comprising approximately 422 dwellings.

Development proposals shall be brought forward in a coordinated and comprehensive manner across the whole allocation, informed by an overarching masterplan or strategic framework for the site.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Play spaces, courts and trail provisions.

Green Infrastructure and Landscape

- 2 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:
 - a The provision of both natural and amenity greenspaces, parks and gardens;
 - b Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to trees and groups of trees protected by Tree Preservation Orders or of significance within, adjacent or near to the allocation boundary;

- c Inclusion of a strong, permanent and defensible landscape boundary and buffer between built form and the open countryside to the east of the allocation and adjacent to Cemetery Lane to avoid abrupt or exposed urban edges and to clearly define the long-term settlement boundary and Green Belt edge; and
- d Measures to preserve the setting and tranquil nature of Hadlow Cemetery immediately to the northeast of the allocation boundary.

Transport and Access

- 3 Vehicle access to the site is to be provided via Maidstone Road and Court Lane.
- 4 No vehicle access or wider strategic site access, other than pedestrian and cycle access or as a controlled emergency vehicle access where required, shall be provided from Cemetery Lane.

Strategic Policy

- 5 Development proposals shall secure the delivery of a new road providing a connection from the A26 (Maidstone Road) and across the allocation site to Court Lane. Each planning application/phase on the site shall demonstrate how the new road will provide an onward connection to the adjoining parcels.
- 6 Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road will be coordinated with the occupation of the development, including shared services with other phases or parcels. The timing and trigger points for the new road will be in accordance with the Vision and Validate/ Monitor and Manage Framework, and the delivery of the necessary infrastructure shall be informed through consultation with relevant stakeholders including Kent County Council.

- 7 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, and into Hadlow and beyond in line with the Vision and Validate/Monitor and Manage principles including the safeguarding, integration and enhancement of the Public Right of Way network.

Heritage

- 8 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of the Hadlow Conservation Area, Hadlow War Memorial, James House, listed buildings to the southwest and any other nearby designated or non-designated heritage asset.
- 9 Development proposals shall also be informed by appropriate archaeological assessment and, where necessary, mitigation measures, reflecting the archaeological potential of the site.

Flood risk, Groundwater and Water Quality

- 10 Development proposals must ensure no deterioration in the quality of surface or groundwater bodies, prioritising the avoidance of sensitive locations and shall appropriately address groundwater flood risk and surface water management across the site.

Minerals Safeguarding

- 11 Where development has the potential to conflict with safeguarded mineral resources or minerals and waste infrastructure, proposals shall be supported by appropriate assessment in accordance with relevant minerals safeguarding policies.

MG1

Land East of Kiln Barn Road and West of Hermitage Lane, Aylesford



Overview

14.162 The allocation is expected to deliver approximately 1,300 homes with supporting infrastructure including education, community, retail and leisure uses and green infrastructure. The development will form a sustainable urban extension, integrated with the existing settlement of the Medway Gap.

Context

14.163 The allocation site is in the east of the borough and to the south of the existing settlement of the Medway Gap, within the Aylesford South and Ditton Ward.

14.164 The Medway Gap settlements include Leybourne, Larkfield, Ditton, Lunsford and New Hythe. These have become merged into a large single settlement through the infilling of land with mainly residential development in the 20th and 21st centuries. To the east of Ditton, much of the remaining open gap between Ditton and Maidstone, is land under construction or with consent for residential development. To the south of Leybourne, Larkfield and Ditton, the Medway Gap settlements adjoin various Conservation Areas, some open spaces uses, as well as horticultural land uses, such as that of the East Malling Research Station. The scale of the settlements mean that further new development is unlikely to be considered to affect the setting of the Kent Downs National Landscape.

14.165 Hermitage Lane provides key north-south connectivity between the A20 in the north and the A26 in the south. The M20 lies slightly further to the north and accessible via the A20.

14.166 The site is located between Ditton to the north, Maidstone to the east, East Malling to the west and the railway line between Barming and East Malling to the south and is just under 80ha. The site comprised a variety of agricultural uses enclosed by a mix of shelterbelts, woodland strips, woods and hedges.

14.167 Kiln Barn Road and the housing at Franklin Kidd Lane form the western boundary of the site and the Maidstone-London railway lines forms much of the southern boundary. The eastern boundary lies against properties and residential areas along Hermitage Lane, including the small estate at Whitepost Wood Lane. The northern boundary is largely set against the Quarry Wood Industrial Estate at South Aylesford, although there is a woodland block that is excluded from the site along this boundary. The north-western edge adjoins the southern edge of the Ditton Quarry Nature Reserve. Part of the site lie within mineral safeguarded areas, and TPO trees are within the northeast of the allocation and adjacent to the southeastern boundary.

14.168 The site has an urban edge context. However, the mature nature and density of the boundary vegetation mean that much of the site is enclosed with a sense of separation from more developed uses that adjoin it, especially the large industrial estate to the north.

Justification and Vision

14.169 The allocation represents a sustainable and effective location for growth, delivering a major urban extension to the Medway Gap, that will help meet the borough's housing and infrastructure needs.

14.170 The Medway Gap is identified as a highly sustainable Tier 1 settlement which provides a wide range of community infrastructure such as nursery, primary, and secondary schools, a good range of public transport options including train services to London as well as offering a retail and employment provisions. The site is well related to the existing built-up area and through enhanced pedestrian, cycle and public transport links, future residents will have good access to the settlements that comprise the Medway Gap, Barming Station and surrounding communities, while also enabling existing residents to benefit from new infrastructure. Primary vehicular access to the site is to be provided from Hermitage Lane (B2246) to the east.

14.171 The site was assessed as part of the Council's Landscape and Visual Appraisal (October 2025) (Site 59861) which concluded that whilst there would be a significant change to the landscape character of the site, there is potential in landscape character terms for development without undue harm to the landscape character of the surrounds.

14.172 The scale of development allows for the delivery of significant supporting infrastructure, including a new two-form entry primary school, community and leisure facilities, open space and a small-scale retail offer to serve day-to-day needs, contributing to a sustainable and well-functioning neighbourhood. The site also presents opportunities to support health and active lifestyles, including the provision of indoor and outdoor sport and leisure facilities, alongside substantial areas of natural open space.

14.173 A comprehensive masterplan will guide the development, ensuring that site constraints are addressed and that a coherent vision is delivered with infrastructure phased alongside the development. Overall, the allocation is expected to deliver a mixed-use scheme of around 1,300 homes alongside the necessary infrastructure and environmental mitigation, creating a well-integrated and sustainable extension to the Medway Gap.

Policy MG1 - Land East of Kiln Barn Road and West of Hermitage Lane, Aylesford

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential led development comprising approximately 1,300 dwellings.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:
 - a Provision of a two-form entry (2fe) primary school and associated supporting infrastructure;
 - b Community hall/indoor facility to be used for community uses and indoor sport with a variety of room sizes;
 - c Convenience retail provision;

- d Outdoor sport and fitness provisions including playing pitches and supporting facilities; and
 - e Play spaces, courts and trail provisions.
- 2 Where practicable, community, education and retail facilities should be co-located to support the creation of a local centre and maximise accessibility.

Green Infrastructure and Landscape

- 3 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:

- a The provision of both natural and amenity greenspaces, parks and gardens;
 - b Provision of a buffer zone, appropriate protection measures and mitigation measures, where required, to areas of Ancient Woodland within and adjacent the allocation boundary;
 - c Provide a buffer zone, appropriate protection measures and mitigation measures, where required, to trees and groups of trees of significance, adjacent or within close proximity to the allocation boundary;
 - d Provide a buffer zone between built form and the boundaries of the site to avoid abrupt or exposed urban edges; and
 - e A strong and permanent landscape framework shall be established to defend and define the long-term edge of the settlement.

Policy MG1 - Land East of Kiln Barn Road and West of Hermitage Lane, Aylesford continued

Transport and Access

- 4 Vehicle access to the site is to be provided primarily via the B2246 (Hermitage Lane).
- 5 No vehicle access or wider strategic site access, other than pedestrian and cycle access or as a controlled emergency vehicle access where required, shall be provided from Upper Mills Road, Cyril West Lane, or Franklin Kidd Lane into the allocation site.
- 6 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, into the Medway Gap, and towards Ditton, Barming Station and beyond in line with the Vision and Validate/Monitor and Manage principles. Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed new road will be coordinated with the occupation of the development, including shared services with other phases or parcels.

Noise and Amenity

- 7 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures including an appropriate buffer between residential properties and the railway line to the south and commercial uses to the north to ensure adequate living conditions.

Groundwater and Water Quality

- 8 Development must demonstrate that appropriate mitigation measures are in place to prevent the infiltration of pollutants into the aquifer.

Heritage

- 9 Appropriate buffer areas and mitigations shall be provided to best preserve the setting of nearby designated and non-designated heritage assets.

Strategic Policy

MG2

Land At Bunyards, Beaver Road, Allington, Maidstone



Overview

14.174 This allocation is expected to deliver around 435 homes with supporting infrastructure including leisure uses and green infrastructure. The development will form a sustainable urban extension, integrated with the existing urban area of Maidstone and the settlement of the Medway Gap.

Context

14.175 The site to the southeast of the Medway Gap and to the immediate northwest of the urban area of Maidstone (Allington), where the site adjoins the Maidstone Borough Council boundary.

14.176 The approximately 15ha site comprises agricultural land, but where practices were abandoned some 10 years ago, or more, and the whole area has been slowly naturally regenerating since. The topography of the site falls gently from the northwest before rising again to the southeastern edge, forming a shallow valley within the site, and also falls generally away to the northeast where there is a more pronounced level change. The southeastern part of the site includes an area of mature woodland, and the southeastern edge has a more mature vegetated edge generally and includes a group of Tree Preservation Order Trees. The southwest boundary is demarcated by a former shelterbelt planting of Poplar and regenerating scrub. The northwestern boundary lies against the Maidstone-London railway line and again marked by regenerating scrub. The northeastern edge is more open in nature. This will

require development to be carefully considered in terms of design, layout, building heights and orientations to best preserve and respect the site's context and locality, which contributes to its distinct character and sensitivities.

14.177 Existing housing is located to the south and east of the site (within the Maidstone borough) with residential development under construction to the south. To the southwest lies Barming Station. To the north lies the A20, which provides onward travel to the M20 located to the north. These surrounding uses form an important part of the site context. The site connects into both Maidstone and the Medway Gap via existing footways. The land will form a new edge to the settlement; therefore, the site will be required to deliver a strong and new defensible boundary and landscape buffers to provide a definitive new settlement boundary.

Justification and Vision

14.178 The allocation represents a sustainable and effective location for growth, delivering an urban extension to the Medway Gap and the urban areas of Maidstone, that will help meet the borough's housing and infrastructure needs.

14.179 The Medway Gap is identified as a highly sustainable Tier 1 settlement which provides a wide range of community infrastructure such as nursery, primary, and secondary schools, a good range of public transport options including train services to London as well as offering a retail and employment provisions. The site is well related to the existing built-up area and through enhanced pedestrian, cycle and public transport links, future residents will have good access to both the settlements within the Medway Gap and the urban areas of Maidstone, railway station and surrounding communities, while also enabling existing residents to benefit from new infrastructure. Primary vehicular access to the site is to be provided from Beaver Lane with a secondary vehicle access from Godwin Road.

14.180 The site was assessed as part of the Council's Landscape and Visual Appraisal (October 2025) (Site 59852) which concluded that given the emerging suburban context of the site, to be surrounded on all sides by residential development, there is evidently good potential for development.

14.181 The scale of development means it will be able to contribute to the necessary infrastructure to ensure the Medway Gap can accommodate this growth, and provide and support various facilities, including play spaces and green infrastructure. Additional off-site contributions will be sought where required and appropriate to do so in consultation with consultees and infrastructure providers.

14.182 A comprehensive masterplan will guide the development, ensuring that site constraints are addressed and that a coherent vision is delivered with infrastructure phased alongside the development. Overall, the allocation is expected to deliver a scheme of around 435 homes alongside the necessary infrastructure and environmental mitigation, creating a well-integrated and sustainable extension to the urban area of Maidstone and the Medway Gap.

Policy MG2 - Land At Bunyards, Beaver Road, Allington, Maidstone

Land as shown on the Policies Map is allocated for the delivery of a comprehensive, well-designed and sustainable residential development comprising approximately 435 dwellings.

Development on the site shall accord with the following requirements:

On-Site Community Facilities and Infrastructure

- 1 In addition to the delivery of new homes any development at the site will also be expected to deliver the following on-site infrastructure and community facilities:

- a Play spaces, courts and trail provisions.

Green Infrastructure and Landscape

- 2 The site will provide a comprehensive network of green infrastructure and public open space across the whole site which will respond positively to the sensitivities of the landscape, protect and enhance landscapes and biodiversity features of value within and around the site and set out provisions for biodiversity net gain. Development proposals should include:

- a The provision of both natural and amenity greenspaces, parks and gardens; and
 - b Provide a buffer zone, appropriate protection measures and mitigation measures, where required, to Tree Preservation Order trees and groups of trees of significance within, adjacent or near to the allocation boundary.

Transport and Access

- 3 Primary vehicle access to the site is to be provided via Beaver Lane. Secondary vehicle access shall be provided via Godwin Road.
- 4 Provision of new and enhanced pedestrian and cycle linkages between parcels, across the site, into the urban areas of Maidstone and towards the Medway Gap, Barming Station and beyond in line with the Vision and Validate/Monitor and Manage principles. Each planning application shall include a phasing and implementation plan which shall demonstrate how the provision of the proposed link road will be coordinated with the occupation of the development, including shared services with other phases or parcels.

Groundwater and Water Quality

- 5 Development proposals must demonstrate that appropriate mitigation measures are in place to prevent the infiltration of pollutants into aquifers.

Noise and Amenity

- 6 Development proposals shall be accompanied by an appropriate noise assessment and mitigation measures including an appropriate buffer between residential properties and the adjacent railway line to ensure adequate living conditions.