

Land North Of Drayhorse Meadow Fields Lane Wateringbury

25/01412/PA



Who we are?



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What has happened?

- Croudace have submitted a planning application to Tonbridge and Malling Borough Council for the development of 66 new homes (including affordable homes), together with associated open space, landscaping, access and parking at Land North Of Drayhorse Meadow, Fields Lane, Waterringbury .
- Tonbridge and Malling Borough Council has a legal obligation to decide the application, either by approving or refusing it, in line with planning policies



How is a decision made?

- The decision on the planning application will be made by elected Borough Councillors who sit on Tonbridge and Malling Borough Council's Area 2 Planning Committee
- The decision Councillors make must be justified using material planning considerations
- If Councillors decide to refuse the planning application, then the applicant has the opportunity to appeal the decision to the Planning Inspectorate, who would take the final decision.
- If Councillors decide to approve the planning application, then planning permission will be granted.

Who is on the Planning Committee?



Councillors can only vote on an application if they enter the meeting with an open mind, and have not pre-determined their position.

What type of homes have Croudace proposed?

- 66 Homes
- 33/66 are market homes – 5 x 2 bedroom, 17 x 3 bedroom, 11 x 4+ bedroom
- 10/66 are social rent houses – 8 x 2 bedroom, 2 x 3 bedroom
- 10/66 are social rent flats/maisonettes – 10 x 1 bedroom
- 13/66 shared ownership – 8 x 2 bedroom, 5 x 3 bedroom
- 148 parking spaces



What is the Parking Strategy?

- Orange – 122 allocated parking spaces
- Blue – 14 unallocated parking spaces
- Pink – 12 garage parking spaces
- Brown – 1 substation parking space



What would the access points be?

- One vehicular access on to A26 Tonbridge Road
- Secondary vehicular access to the east
- Pedestrian walkway to the south, towards the playing fields and footpath



Other relevant information

- A wildlife area is proposed on the south east of the site, as well as a wildflower meadow and orchard planting
- One tree and one hedgerow would be removed for access
- An attenuation basin at the south east of the site for drainage
- The materials used would be red brick with brown and slate grey roof tiles, in addition to tile hanging, light grey weatherboarding and brick banding
- Croudace are offering a financial contribution towards schools, healthcare and parks and gardens/sports facilities and pitches



Planning Policy Context



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

December 2024

MANAGING DEVELOPMENT AND THE ENVIRONMENT

Development Plan Document



Part of the
Local Development Framework
for Tonbridge and Malling

Adopted
April 2010



LDF: Core Strategy – September 2007

Tonbridge and Malling Borough Council

LOCAL DEVELOPMENT FRAMEWORK

Core Strategy

As adopted by the Council

25 September 2007

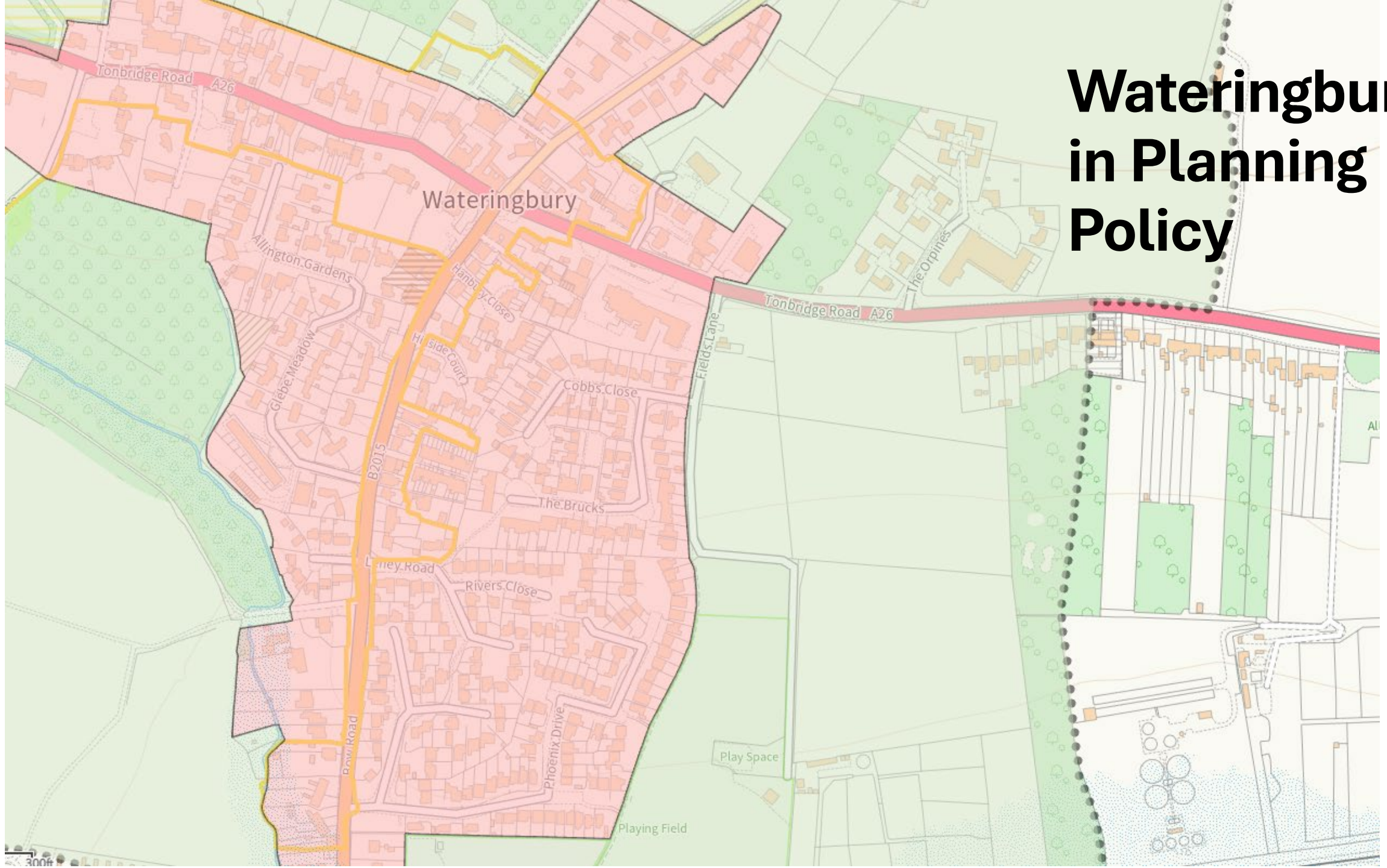
What is a material planning consideration?

- Local, strategic, regional and national planning policies and any previous planning decisions
- Whether the proposed use is a suitable one for the area, taking into account noise, smell, disturbance resulting from the use
- Design, appearance, materials, layout and density of buildings
- Significant overshadowing, overlooking or loss of privacy
- Highway safety, parking, access and traffic generation
- Visual effect on the landscape, nature conservation, loss of trees or hedgerows
- Effect on a conservation area or any historic buildings and local archaeology

What CANNOT be considered in deciding any planning application

- Perceived loss of property value
- Private disputes between neighbours
- Loss of a view
- Impact of construction work
- Commercial competition
- Private disputes over rights of way or rights to light and boundaries
- Restrictive covenants
- Matters that are controlled under other legislation

Wateringbury in Planning Policy



Green Belt

- NPPF 143. Green Belt serves five purposes:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Grey Belt

- Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

Grey Belt

- NPPF 155a: The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:
 - a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

NPPF 156. Where major development involving the provision of housing is proposed on land released from the Green Belt through plan preparation or review, **or on sites in the Green Belt subject to a planning application**, the following contributions ('Golden Rules') should be made:

- a. affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework; or (ii) until such policies are in place, the policy set out in paragraph 157 below;
- **NPPF 157. In the absence of a pre-existing requirement for affordable housing, a 50% affordable housing contribution should apply by default.**

Air Quality

- Watringbury crossroads is the most polluted junction in all of Tonbridge and Malling – TMBC Air Quality Action Plan 2022
- Watringbury Parish Council are conducting their own Air Quality assessment as part of its response to the application
- Logika report – *‘The assessment has demonstrated that the overall air quality effect of the proposed development will be ‘not significant’; it will not introduce any new exposure into areas of unacceptable air quality, nor will the development-generated traffic emissions have a significant impact on local air quality. It is, therefore, not considered appropriate to propose further mitigation measures for this development.’*
- TMBC Environmental Health initial comments:
 - Electric charging points should be on all properties.
 - Money should be sought to fund an air monitor to accurately assess the PM values from traffic in AQMA in Watringbury.



Transport

- NPPF 116 - “*Development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be **severe** taking into account all reasonable future scenarios.*”
- i-Transport conducted surveys between 20 November 2024 and 26 November 2024 at three locations:
 - Fields Lane
 - 40m east of Fields Lane junction
 - 170m east of the junction of Fields Lane
- i-Transport conclusion – “*the proposed development will generate approximately one two way vehicular trip every two minutes during the morning and evening peak hours. An increase of around one vehicle movement every two minutes is modest and will not be noticeable.*”

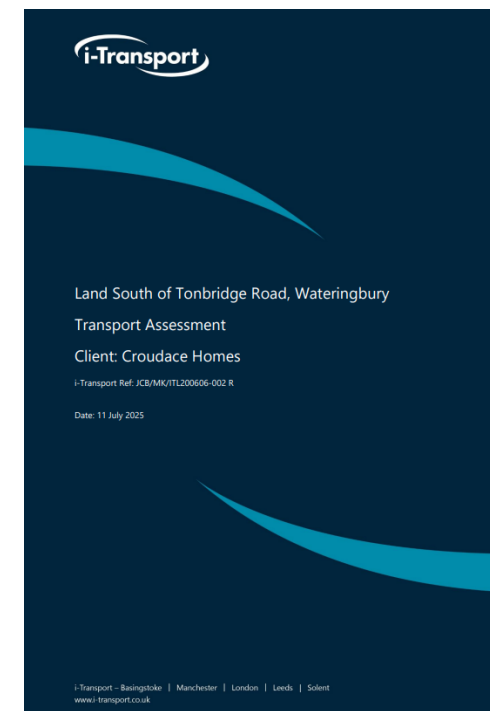
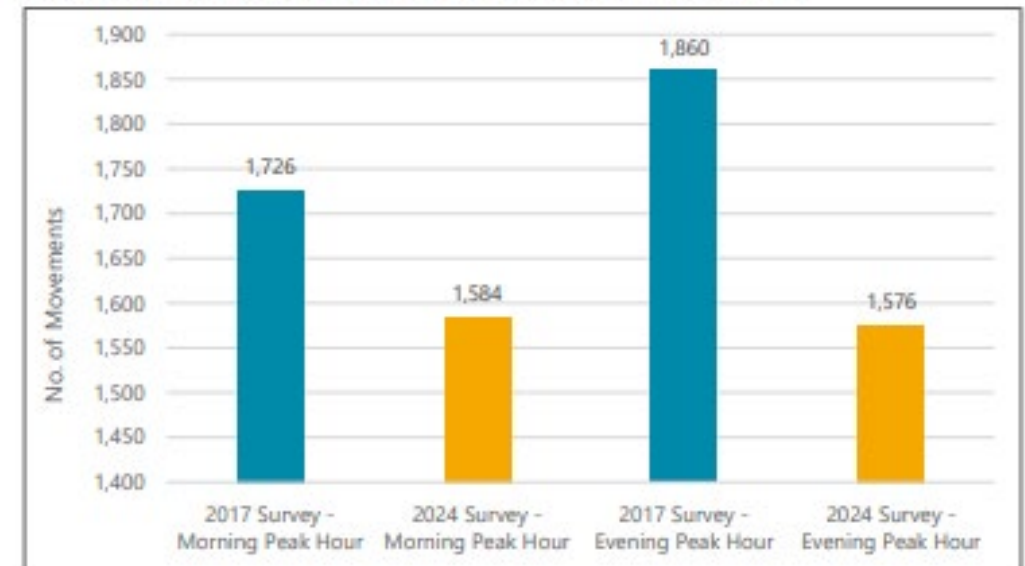


Image 5.2: Traffic through Watlingbury Crossroads (2017 and 2024)



Transport Assessment Data

Table 3.2: 2024 Observed Junction Turning Movements – Watlington Crossroads

2024 Baseline					
Morning Peak Hour					
Arm	A26 Tonbridge Road (E)	Bow Road	A26 Tonbridge Road (W)	Redhill Road	Total
A26 Tonbridge Road (E)	0	303	255	16	574
Bow Road	283	0	97	142	522
A26 Tonbridge Road (W)	175	38	0	24	237
Redhill Road	21	208	22	0	251
Total	479	549	374	182	1,584
Evening Peak Hour					
Arm	A26 Tonbridge Road (E)	Bow Road	A26 Tonbridge Road (W)	Redhill Road	Total
A26 Tonbridge Road (E)	0	274	171	21	466
Bow Road	301	0	30	194	525
A26 Tonbridge Road (W)	279	71	0	37	387
Redhill Road	25	159	14	0	198
Total	605	504	215	252	1,576

Table 5.5: A26 Tonbridge Road and Fields Lane – Link Impact Assessment

Link	Direction	2030 Baseline with Committed Development		2030 Baseline with Committed Development plus Development		Net Increase	
		Morning Peak Hour	Evening Peak Hour	Morning Peak Hour	Evening Peak Hour	Morning Peak Hour	Evening Peak Hour
Fields Lane	Northbound	35	26	35	26	0	0
	Southbound	54	31	54	31	0	0
	Two-Way	89	57	89	57	0	0
A26 Tonbridge Road	Eastbound	513	660	530	680	+17	+20
	Westbound	626	498	646	513	+20	+16
	Two-Way	1,139	1,158	1,176	1,194	+37	+36

Table 3.1: Summary of ATC results (November 2024)

Location	Direction	Vehicle Flows (Average Weekday)			Vehicle Speeds	
		Morning Peak Hour	Evening Peak Hour	24-Hour	Average Speed (mph)	85 th Percentile Speeds (mph)
ATC 1 – Fields Lane	Northbound	23	12	216	18.2	21.8
	Southbound	14	21	219	18.3	21.8
	Bidirectional	37	33	435	18.3	21.8
ATC 2 – A26 Tonbridge Road (west)	Eastbound	507	594	7,121	32.6	36.5
	Westbound	575	545	8,033	28.8	35.2
	Bidirectional	1,082	1,139	15,154	30.7	35.9
ATC 3 – A26 Tonbridge Road (east)	Eastbound	459	561	6,691	34.1	38.4
	Westbound	552	495	7,421	32.5	38.1
	Bidirectional	1,011	1,056	14,112	33.3	38.3

Medway Valley

- NPPF 187: Planning policies and decisions should contribute to and enhance the natural and local environment by:
 - protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.
- Boyer – *“there will be limited landscape effects beyond the site’s boundaries.”*
- No work done to assess impact over Medway Valley
- The Medway Valley Landscape of Local Value continues towards Watlingtonbury. It is described as having high sensitivity



Medway Valley – Appeal Decisions

- Maidstone Borough Council, 15/509962/OUT, Land at Fant Farm
“The proposed development, in this prominent location on the upper slopes of the Medway Valley and in an area recognised as having landscape value, would result in significant and pronounced harm to both local character and the appearance and openness of the wider countryside.”
- Maidstone Borough Council, 24/503988/FULL, Land At Riverdale, St Helens Lane, West Farleigh
“The Maidstone Landscape Capacity Study: Sensitivity Assessment 2015 (LCS) indicates that the Medway Valley between Maidstone and Watlingbury has high overall landscape sensitivity and is sensitive to change.”



Other Application Documents

- Agricultural Land Classifications and Considerations
- Arboricultural Impact Assessment
- Ecological impact assessment
- Energy and sustainability assessment
- Flood risk assessment and drainage strategy
- Geophysical survey
- Habitats Regulations Assessment
- Heritage desk based assessment
- Landscape and visual appraisal

How to have your say

- Reference: TM/25/01412/PA
- Search 'Tonbridge and Malling Planning'
- E-mail:
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matt.boughton@tmbc.gov.uk,
sarah.hudson@tmbc.gov.uk
- Letter: Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ



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**Any
Questions?**