

# THE RIVER CENTRE CAR PARK PROPOSED DEVELOPMENT

## MEET THE PROJECT TEAM



Planning  
Consultants



Architects



Heritage  
Consultants



Communications  
Consultants



Transport  
Consultants



Energy & Sustainability  
Consultants

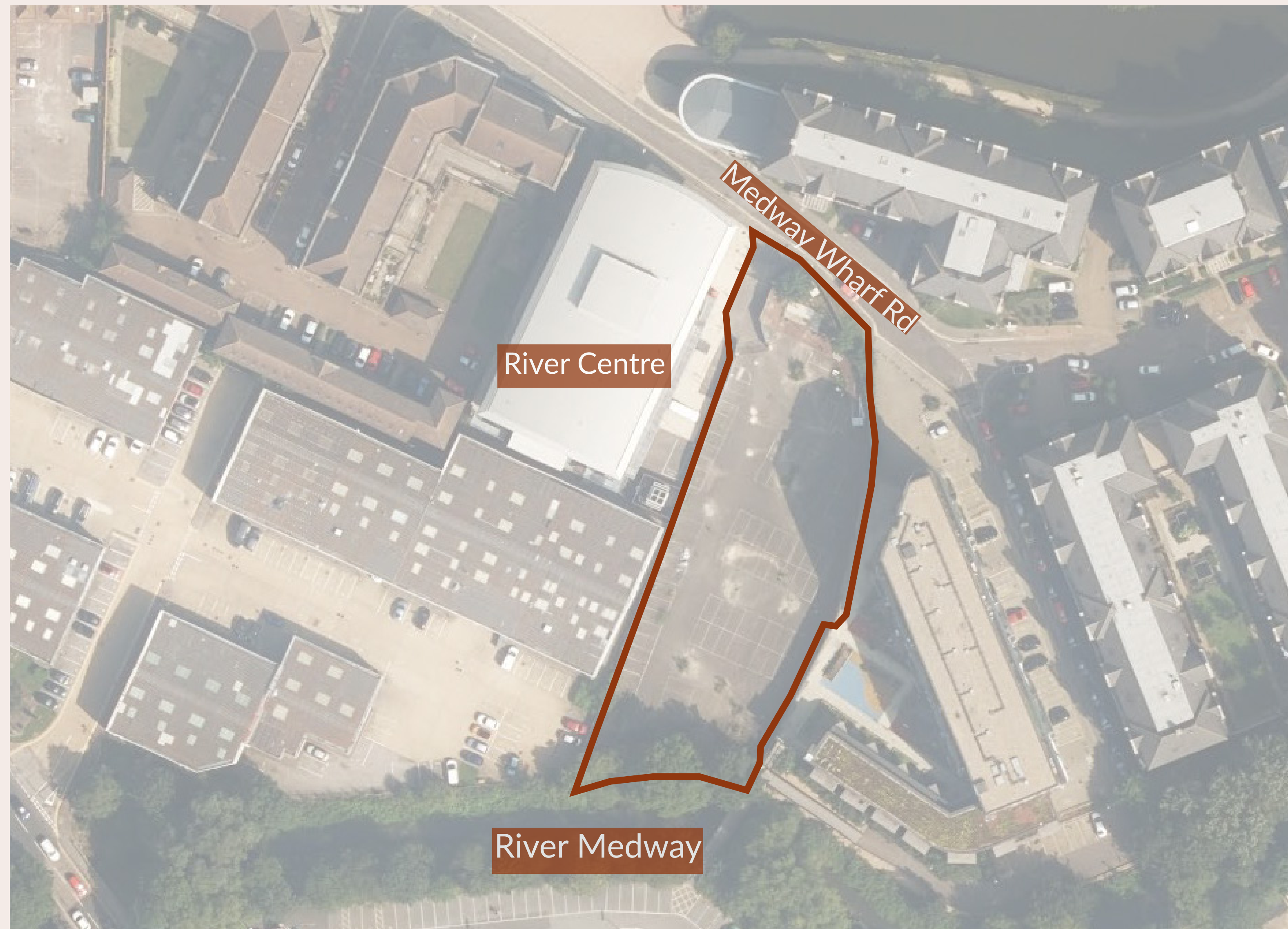


Landscape  
Consultants

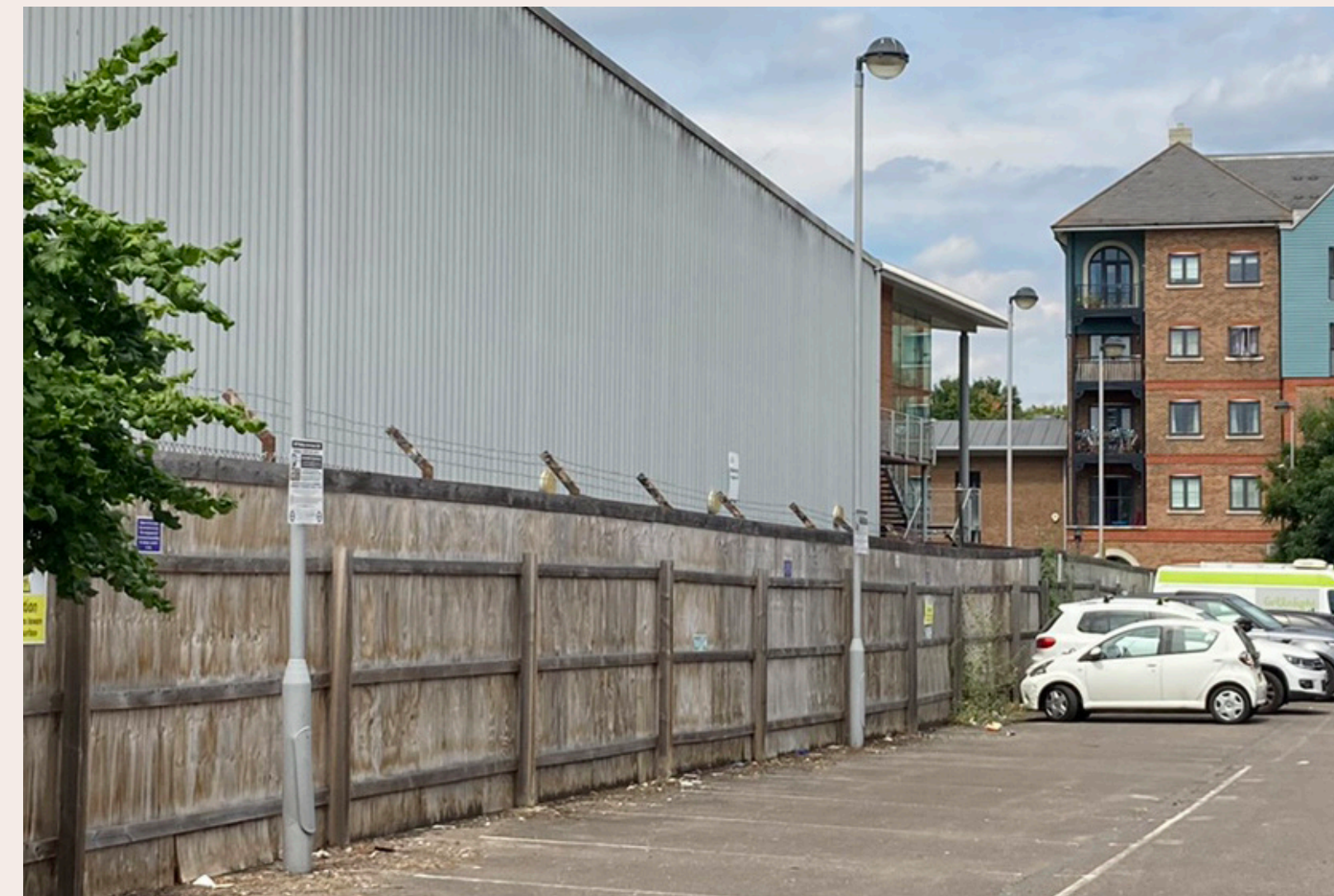
# INTRODUCTION TO THE SITE

## SITE TODAY

The River Centre Car Park, located on Medway Wharf Road, was previously owned by the River Centre. The site is now under new ownership and there are plans to develop the site to provide much needed homes in Tonbridge.



Site roughly indicated by outline




Images of the site today

# INTRODUCTION TO THE SITE

## SUSTAINABLE LOCATION

The site is very well connected, located only 0.2 miles from Tonbridge High Street, and is in close proximity to public transport and local amenities, providing the perfect location to cater towards Tonbridge's housing needs.

Bus stops 6 min 



600m

High Street amenities 



600m

Train Station 11 min 



600m

# INTRODUCTION TO THE SITE

## SURROUNDING AREA

In recent years there have been five residential developments in close proximity to the site including, Holmes Court, Bank House, Whitefriars Wharf, Waterside Reach and Ashby's Point. The increasingly residential nature of the surrounding area makes the former River Centre Car Park site a suitable location for new homes.



Whitefriars Wharf



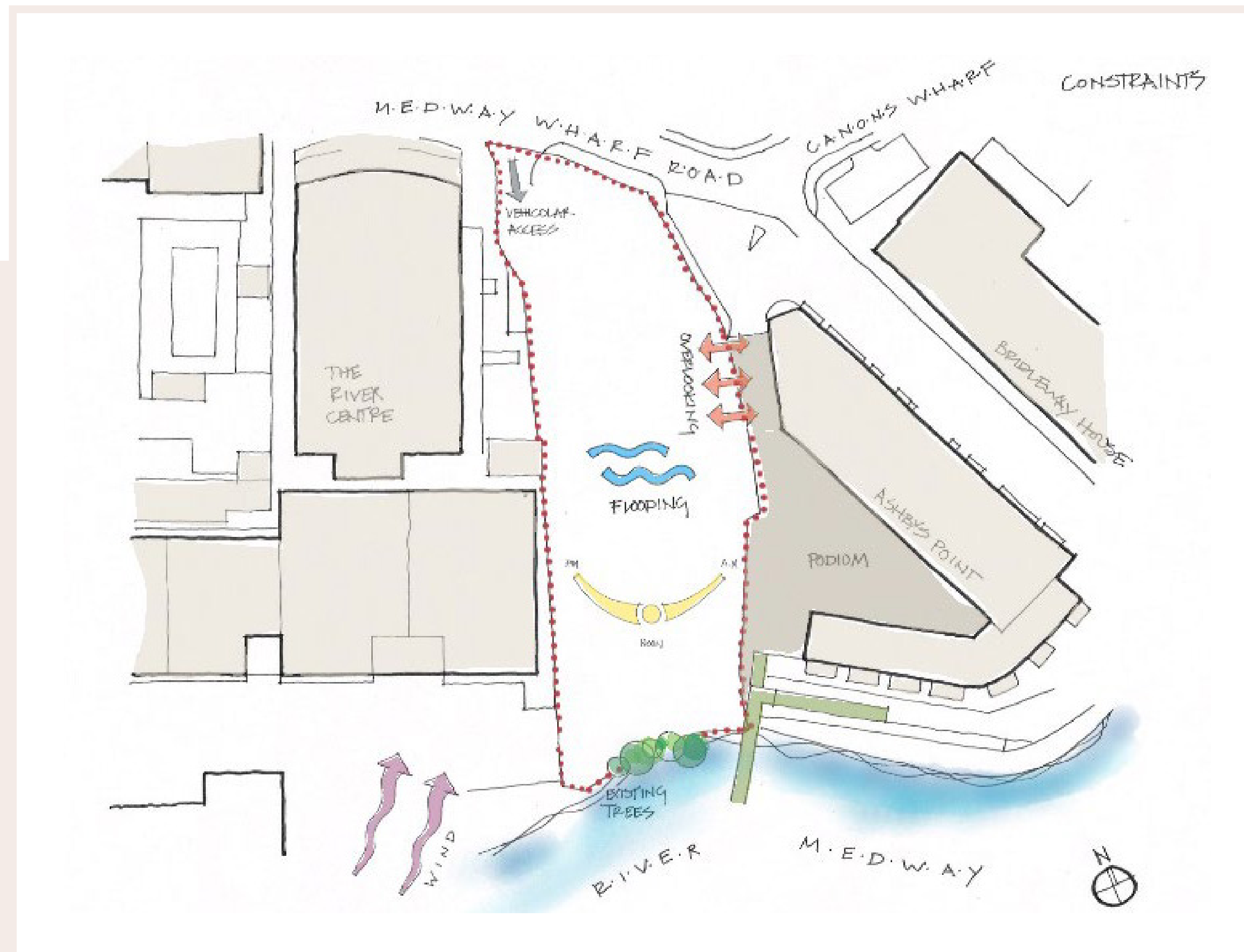
Lyons Crescent



Whitefriars Wharf

# CONSTRAINTS AND OPPORTUNITY

## CONSTRAINTS



### FLOOD ZONE

The site is located within Flood Zone 3. The emerging proposals have been designed to not only mitigate against flood risk, but also to ensure that the development does not increase risk to neighbouring properties.

### HERITAGE

The site is located to the south of the Tonbridge Conservation Area and can be viewed from Tonbridge Castle.

### NEIGHBOURING PROPERTIES

The site sits adjacent to existing residential buildings like Ashby's Point.



# PLANNING HISTORY

## 2011 CONSENTED SCHEME (13 STOREYS)

In 2011 planning consent was granted for a mixed-use development with a maximum height of 13 storeys.



East elevation of 2011 scheme



North and west elevations of 2011 scheme

## 2021 REFUSED SCHEME (8-16 STOREYS)

In 2021, London Square was refused planning consent for a new proposal which would have included a 16 storey tower.

The new emerging proposals for the site have taken into consideration the reasons for refusal for London Square's proposal, as well as the feedback received from the local community. The result is a more sensitive approach to developing the site.



CGI of refused 2021 scheme



Elevations of refused 2021 scheme

# OUR EMERGING PROPOSALS

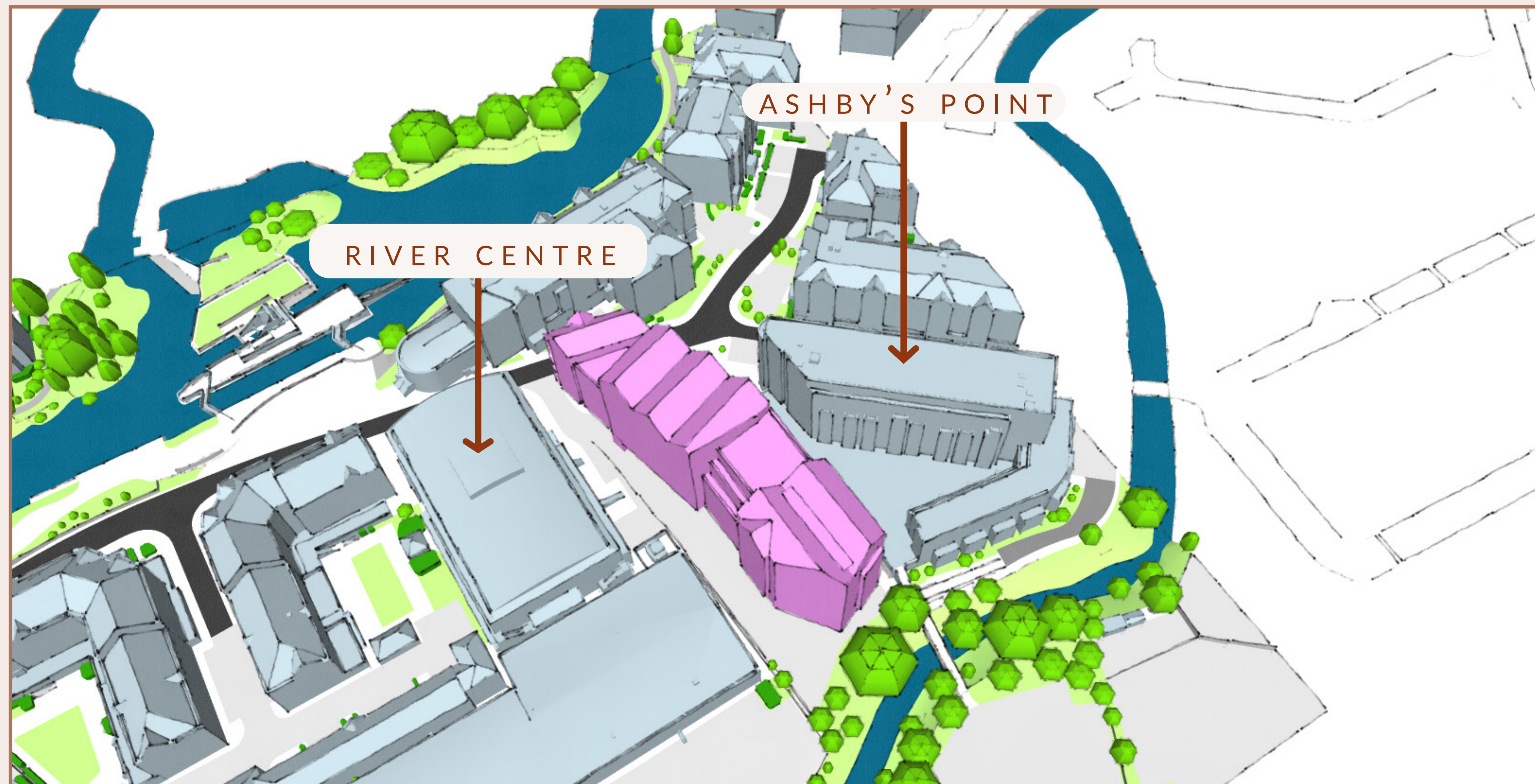
## OUR EMERGING PROPOSAL INCLUDES:

Up to 120 apartments, including affordable

A single building with varied heights, ranging from 7 to 9 storeys

Roof terrace and balconies for the new residents

Reinstating and improving the footpath through the site



Illustrative sketch of the proposal (pink building)

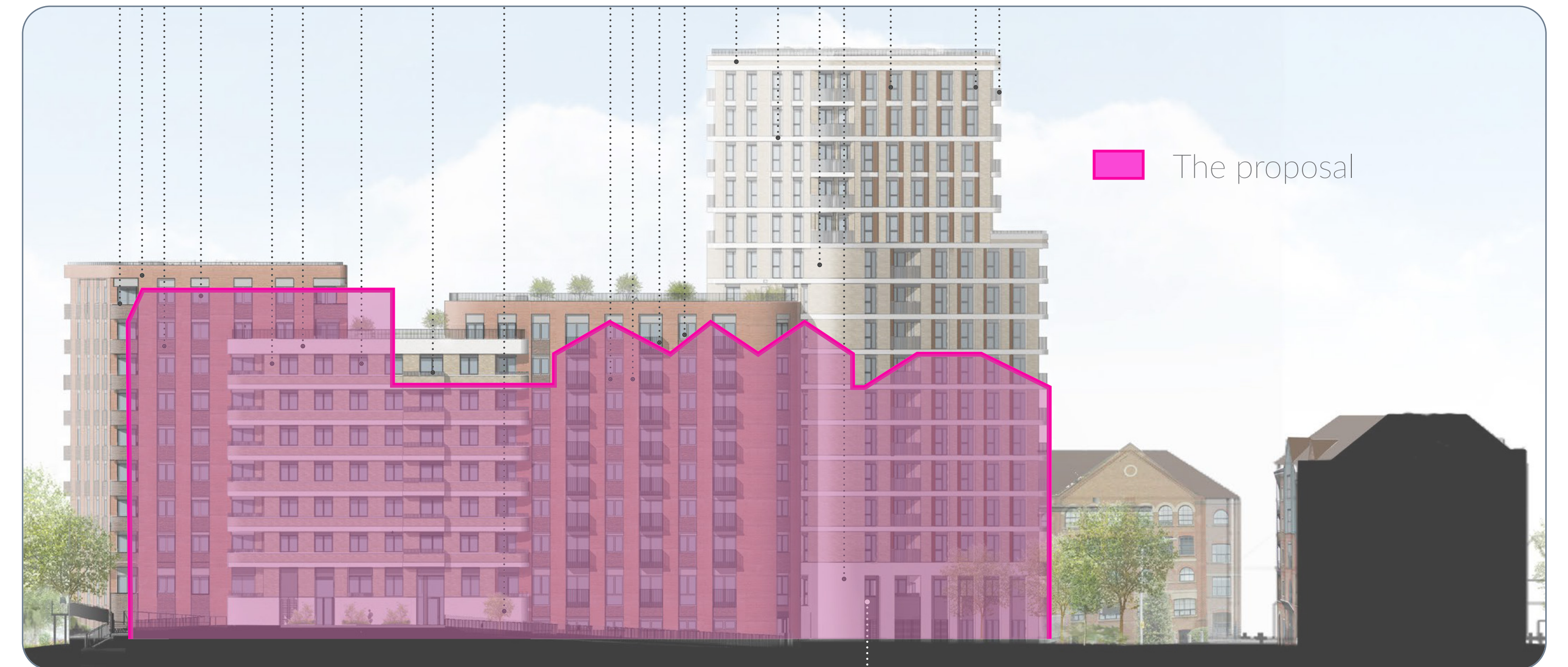


# THE EMERGING PROPOSALS

## MASSING

The proposal is for a building with a maximum height of 9 storeys. Although a single building, it has been divided into sections with 7, 8 and 9 storey heights. The London Square scheme proposed a maximum height of 16 storeys and the 2011 consented scheme proposed a maximum of 13 storeys.

The lower level of massing proposed is considered more appropriate for the area and also means the building will fit in with the existing skyline in this area when viewed from Tonbridge Castle.



The emerging proposal (Pink) compared with the refused 2021 scheme



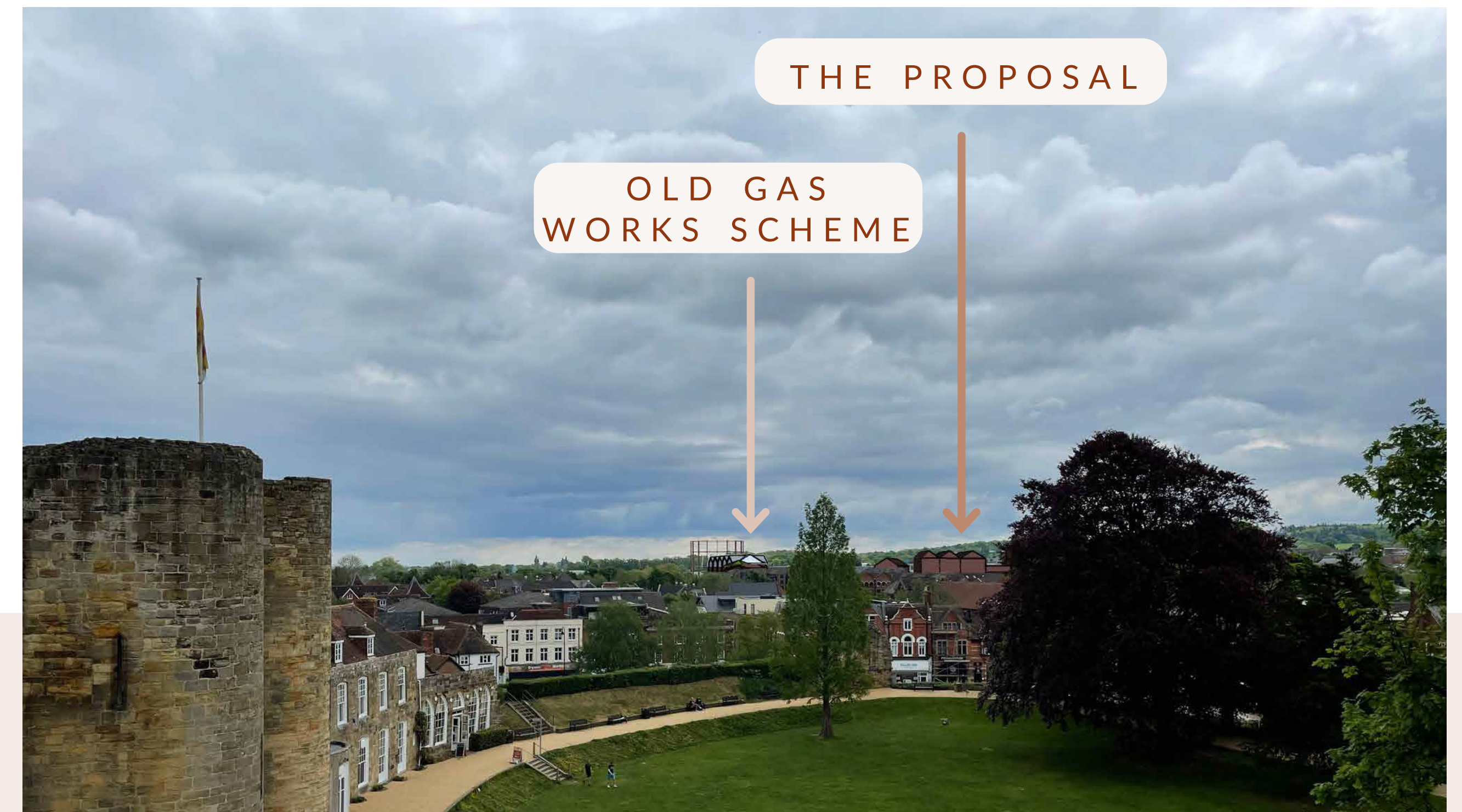
Card model of proposed scheme

# RESPECTING TONBRIDGE'S HERITAGE

## VIEW FROM THE CASTLE



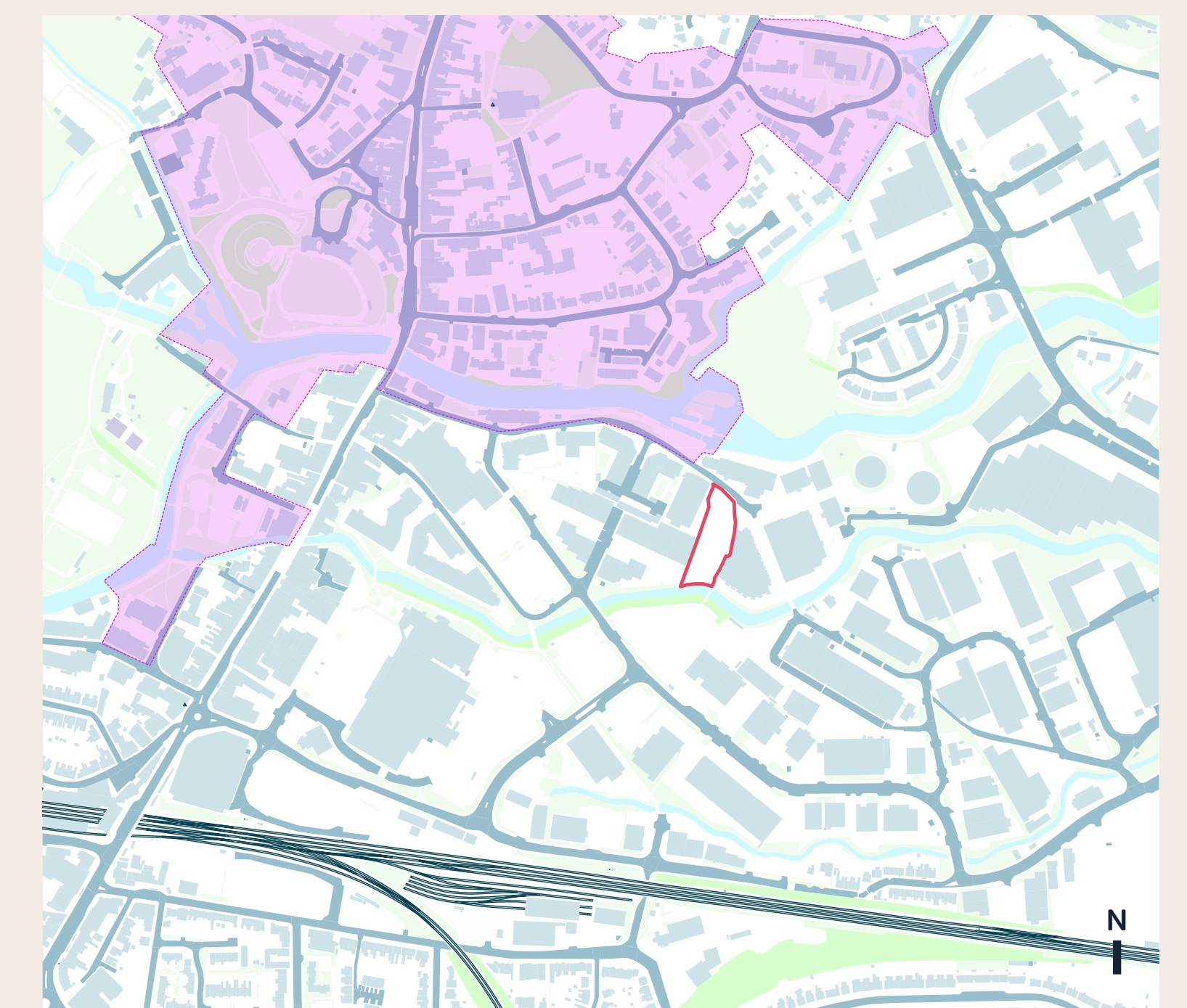
## VIEW FROM THE CASTLE WITH EMERGING SCHEMES



The project team are developing the proposals with consideration given to the potential impact of the proposed development on the setting of Tonbridge Castle.

The proposed maximum height of 9 storeys is considered more appropriate for this location. The roofline has also been designed to break up the development and soften the impact on the skyline. This creates a neutral impact on the existing skyline when viewed from the Castle.

Heritage Potential and BUJ have modelled the proposed development within views taken from the Castle to demonstrate the bulk and massing of the proposed building. This, coupled with the proposed heritage-led design approach, will minimise the impact on heritage assets, resulting in a more appropriate development of the site.



Tonbridge Conservation Area located north of the site (pink)

# DESIGN APPROACH

## DESIGN INSPIRATION

The design seeks to reflect the semi-industrial wharf style and character that can be seen with other buildings in the area as well as historic wharf buildings that once fronted the River Medway.



Cannon Wharf



The Humphrey Bean



Chart Street



Maylam Wharf

# DESIGN APPROACH

## PROPOSED DESIGN



1  
Robust metal detailing



2  
Traditional stonework motifs



3  
Engaging frontage at ground level

## CONSIDERING NEIGHBOURS

The proposed development has been carefully designed to respect the neighbouring Ashby's Point in regards to overlooking.

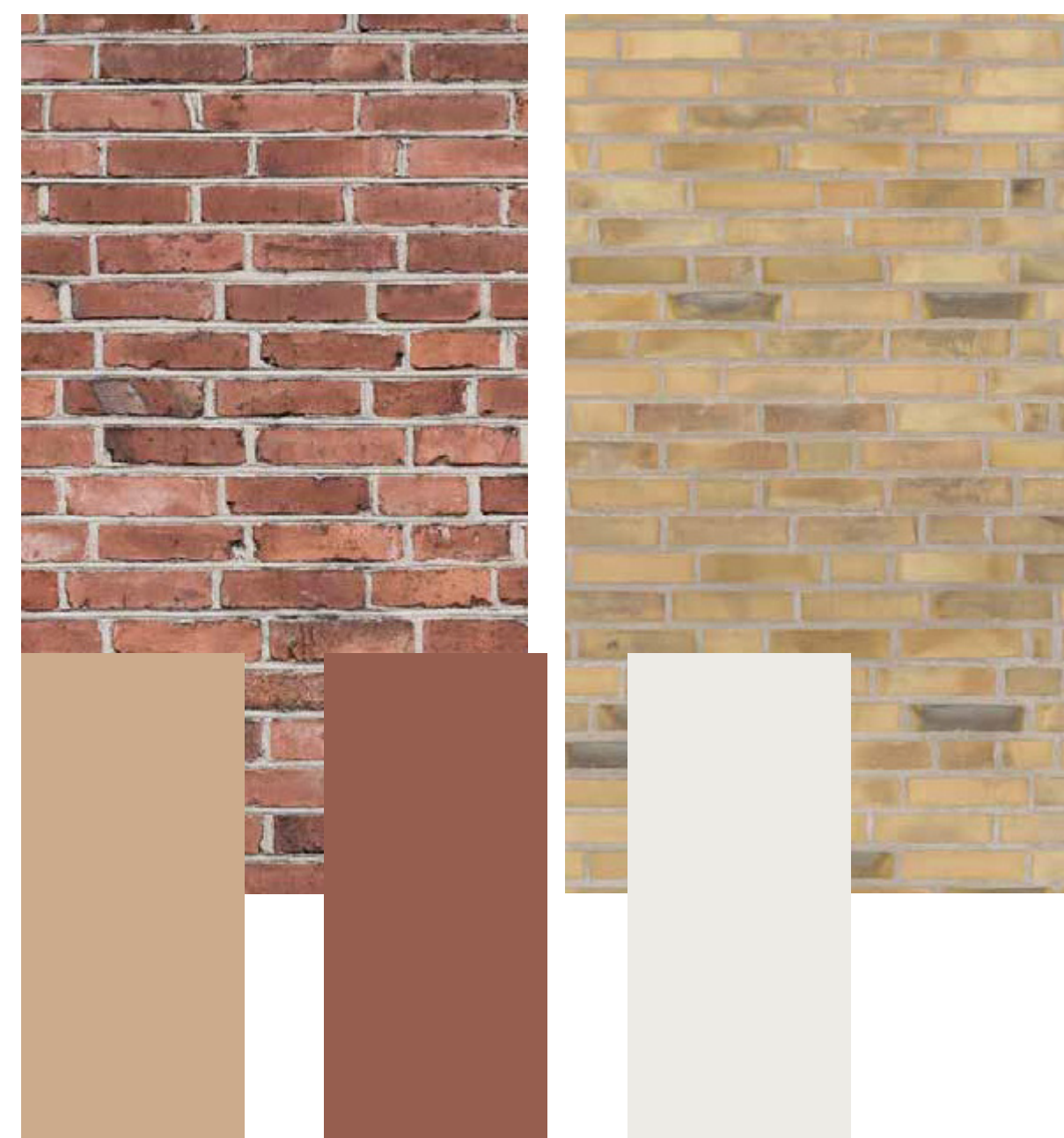
The proposed building has been purposefully set back from the boundary with Ashby's Point. Appropriate separation distances will be incorporated to ensure the impact of the development is minimised.

# DESIGN APPROACH

## EXAMPLE MATERIALS

The proposals are still being developed in collaboration with stakeholders and the community; however, some materials being considered include:

- Principally brick facades, with different tones, to complement the 19th century industrial character
- Industrial Crittal style metal windows
- Slate tiling
- Metal railings
- Concrete and stone



Brick tones



Concrete & stone

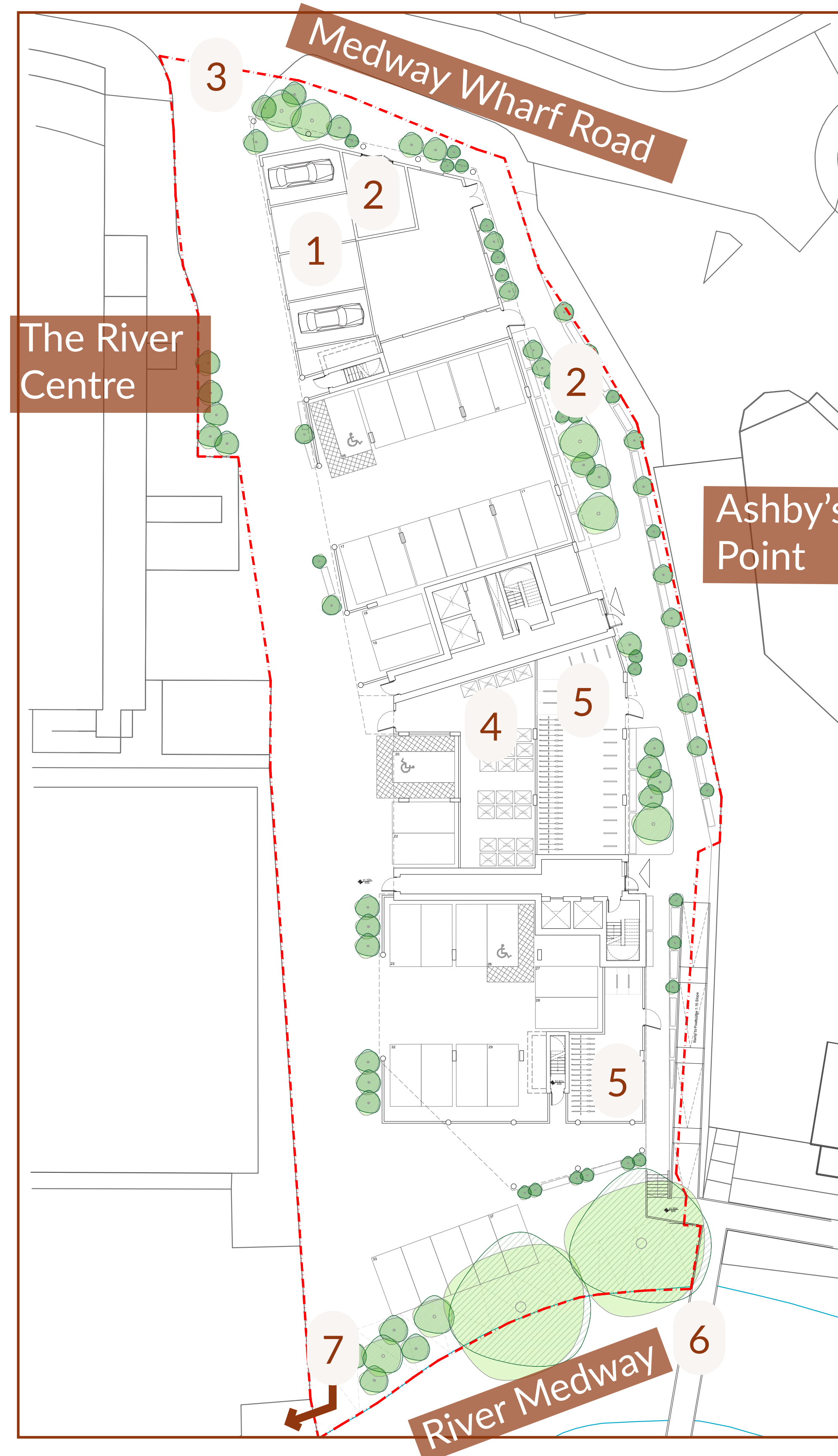


Metal



Tiles

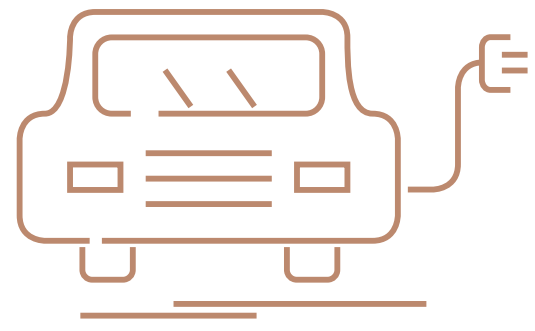
# TRANSPORT AND ACCESS



- 1 Garages
- 2 Pathway to footbridge
- 3 Vehicular access
- 4 Refuse Store
- 5 Cycle stores
- 6 Footbridge
- 7 Potential link to future riverside path

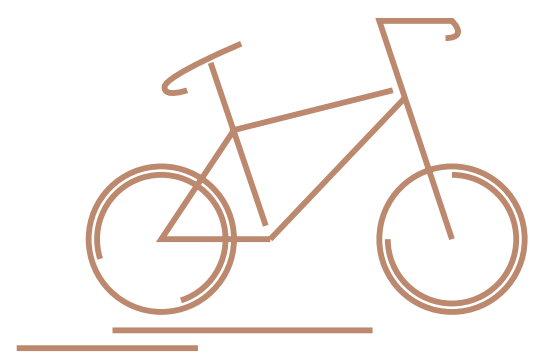
Indicative ground floor plan

# TRANSPORT AND ACCESS



## PARKING

Reflecting the site's central location and planning policy encouraging more sustainable methods of travel, our emerging proposals seek to reduce reliance on the car whilst appreciating that some will remain in need of a car. To balance this, the emerging proposals currently include a ratio of 0.34 car parking spaces per apartment. Every car parking space will benefit from an electrical vehicle charging point.



## CYCLE PARKING

As part of promoting sustainable modes of travel, the emerging proposals include 1 cycle space per unit.

## PEDESTRIAN CONNECTIVITY

As part of the proposed development, it is proposed to reinstate and widen the pedestrian link from Medway Wharf Road, through the site, to the footbridge over the River Medway. This will connect the site to the Sovereign Way car park and beyond.

## ADDITIONAL HIGHWAYS AND TRANSPORT MEASURES

A travel plan containing measures to encourage greater use of sustainable modes of transport will form part of the planning application. This will include distributing Travel Information Packs to every new resident when they move in.

As part of any planning consent, the developer may be expected to make financial contributions towards local improvements if required to mitigate the development's impact. This can include improvements to transport measures. Discussions are ongoing with the Highways Authority and Tonbridge and Malling Borough Council to understand what these financial contributions can benefit.



# LANDSCAPING AND SUSTAINABILITY

## OUR APPROACH TO LANDSCAPING AND SUSTAINABILITY

### RESIDENT AMENITY SPACE

The development proposes private balconies for every apartment and a landscaped roof terrace where the building steps down to 7 storeys.

### IMPROVED BIODIVERSITY

Developing the site provides an opportunity to significantly improve the existing biodiversity on the site. In addition to retaining existing trees and introducing planting on the roof terrace, the proposals also include planting along the improved footpath beside the boundary with Ashby's Point, as well other pockets of planting at ground floor level.

### FLOOD DEFENCE AT GROUND FLOOR LEVEL

The ground floor has been designed to sustain the current levels of flood plain storage on the site.



Proposed roof plan showing roof terrace



Proposed private balconies



Proposed roof terrace

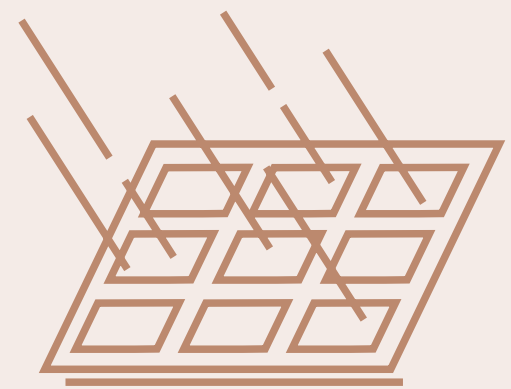


# LANDSCAPING AND SUSTAINABILITY

## SUSTAINABLE FEATURES

Mindful of Tonbridge and Malling Borough Council's Climate Change Action Plan and commitment to sustainable development, the emerging proposals for the River Centre Car Park contain significant low and zero carbon technologies. Potential sustainable features currently being considered include solar (photovoltaic) panels, air-source heat pumps, and the use of sustainable building materials.

The development will also contain electric vehicle charging points and will promote sustainable transport.



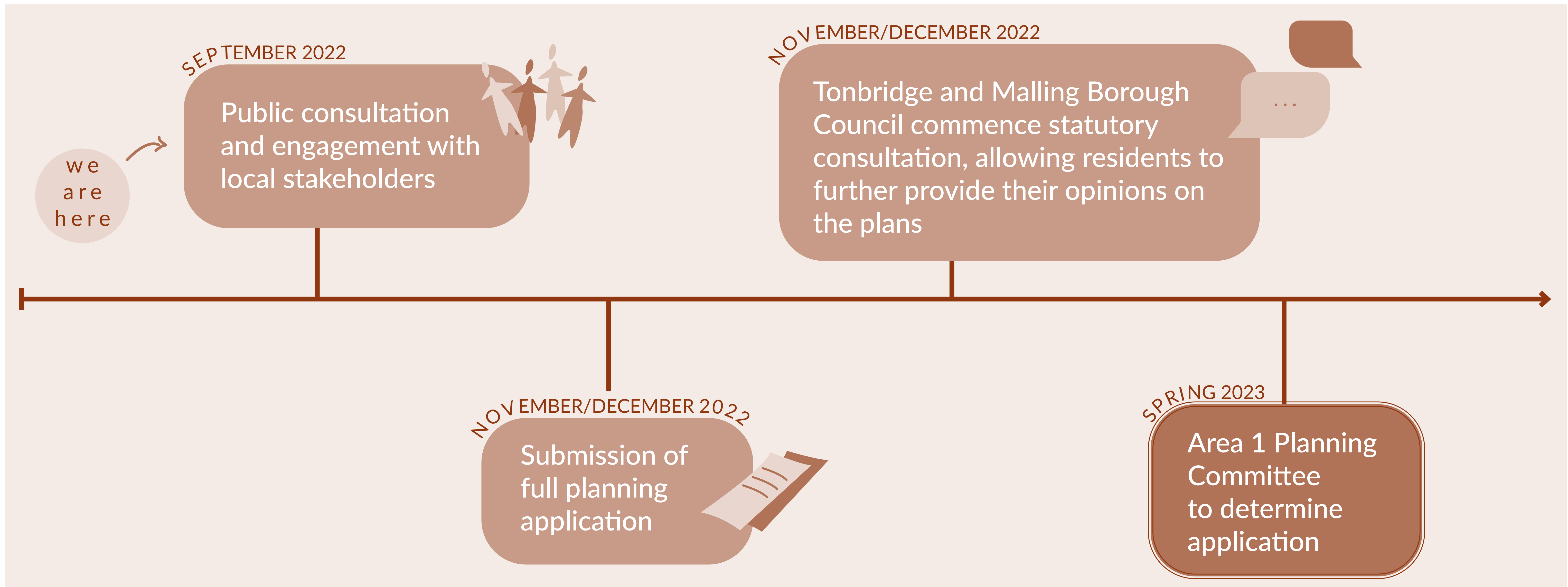
Photovoltaics



Electrical vehicle charging points

# NEXT STEPS

## PROJECT TIMELINE



## PROVIDING FEEDBACK

Your feedback helps us to develop the proposals to be submitted as a planning application. You can provide your feedback either by completing the feedback form in person or online, or by contacting us using the details below.

**TELEPHONE:** 020 7397 5212

**EMAIL:** [rivercentrecarpark@communicationspotential.co.uk](mailto:rivercentrecarpark@communicationspotential.co.uk)

**ONLINE:** [www.rivercentrecarpark.co.uk](http://www.rivercentrecarpark.co.uk)