

Allocations and Development Management Plan Appendices

Appendix 3: Housing Allocation Maps and Development Guidance

February 2015



Local Plan

Legend

- - - Footpaths



Sevenoaks District Boundary



Flood Zone



Tree Preservation Orders



Area of Outstanding Natural Beauty



ADMP Adopted Allocations



Metropolitan Green Belt

HOUSING ALLOCATIONS

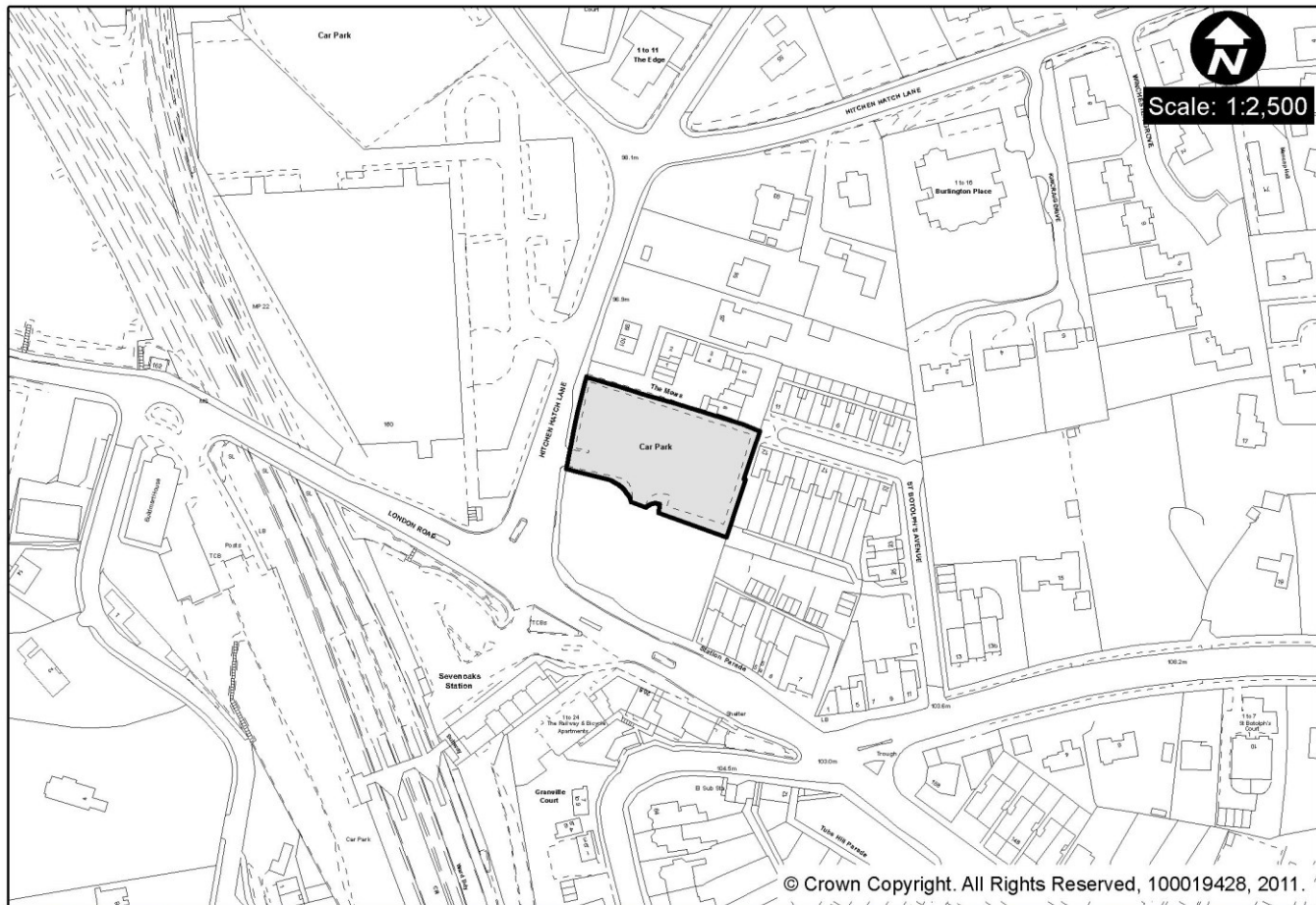
POLICY H1: RESIDENTIAL DEVELOPMENT ALLOCATIONS

The following sites, as defined in Appendix 3, are allocated for residential development purposes to deliver the Core Strategy housing requirements (3,300 units) over the period until 2026.

These sites will provide for a range of housing types, density, mix and tenure and will be subject to the site areas and design guidance as set out in detail at Appendix 3.

REF	SETTLEMENT/SITE ADDRESS	APPROXIMATE NO. UNITS
<u>Sevenoaks Urban Area</u>		
H1(a)	Car Park, Hitchen Hatch Lane	17
H1(b)	Cramptons Road Water Works, Cramptons Road	50
H1(c)	Sevenoaks Gasholder Station, Cramptons Road	35
H1(d)	School House, Oak Lane & Hopgarden Lane	19
H1(e)	Johnsons, Oak Lane & Hopgarden Lane	18
H1 (f)	Greatness Mill, Mill Lane	20
	Sub Total	159
<u>Swanley</u>		
H1(g)	Bevan Place	46
H1(h)	Bus Garage/Kingdom Hall, London Road	30
H1(i)	Land West of Cherry Avenue (mixed housing and open space)	50
	Sub Total	126
<u>Other Settlements</u>		
H1(j)	57 Top Dartford Road, Hextable	14
H1(k)	Foxs Garage, London Road, Badgers Mount	15
H1(l)	Land adjacent to London Road, Westerham	30
H1(m)	Currant Hill Allotments, Westerham	20
H1(n)	Land at Croft Road, Westerham	15
H1 (o)	Warren Court, Halstead	15
H1 (p)	Land West of Enterprise Way, Edenbridge	276
	Sub Total	385
	GRAND TOTAL	670

H1(a): Car Park Hitchen Hatch Lane, Sevenoaks



Site Address:	Car Park, Hitchen Hatch Lane, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Town and St John's	Proposed Allocation:	Residential
Current Use or PP:	Station car-park (SDC owned)		

Development Guidance:

Design and Layout

This sustainable location with good transport links provides the opportunity to design a high density flatted development, subject to safeguarding the amenity of adjacent residential properties (on St Botolph's Avenue and The Mews) and accommodating changing levels across the site

Development should achieve a good relationship with the adjacent development site to the south (currently vacant with planning permission (06/2004) for mixed use scheme - 18 flats, 5 maisonettes, 3 retail (A1/A2) units). There may be future opportunities to develop a revised scheme that encompasses both sites.

Design must reflect the prominent nature of the site at the gateway to Sevenoaks.

Landscape

Landscape features at the edge of the site should be retained and biodiversity opportunities enhanced.

Access

The site should be accessed from Hitchen Hatch Lane (not from London Road)

Infrastructure

As well as contributions to CIL, a sewer flood alleviation scheme would be required, potentially involving a sewer diversion and provision of additional storage capacity.

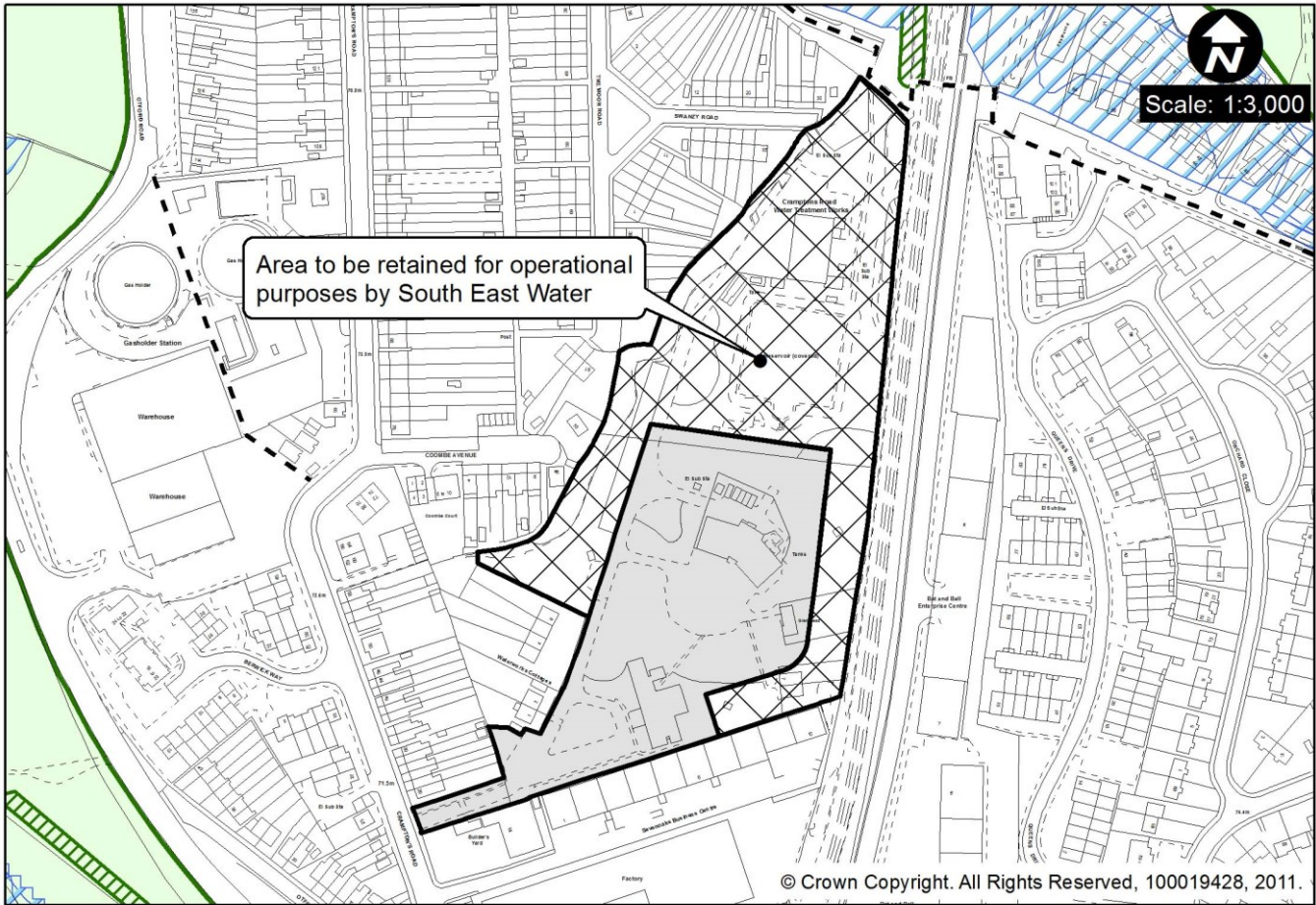
Equivalent convenient replacement car parking should be provided to serve station commuters. Initially this has been identified to be provided at the nearby Bradbourne car park and would involve decking a portion of the existing car park.

Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Delivery – SDC, as landowner, is promoting the site for residential development

Gross Area (Ha):	0.23	Net Area (Ha):	0.23
Approximate Density (DPH):	75	Approximate Net Capacity:	17
Estimated development period	0-5 years (2012-2016)	Source / Evidence Base:	Previous Local Plan Allocation

H1(b) Cramptons Road Water Works, Sevenoaks



Site Address:	Cramptons Road Water Works, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Northern	Proposed Allocation:	Residential
Current Use / PP:	Reorganisation of water treatment works.		

Development Guidance:

Design and Layout

Proposals should not prejudice the operations or access to the existing water treatment facility. The operational area as shown on the accompanying map will also provide a buffer between the residential development and the railway corridor.

The size and context of the site make it suitable for a range of housing types and tenures which should be provided as part of this development

The amenity of adjacent residential properties that abut the site and use the existing site access will need to be safeguarded

Landscape

Retention of boundary planting and provision of open space will be required to serve the development and secure a resilient green infrastructure.

Access

The existing access (with minor modifications) should serve the site

Infrastructure

Contributions to CIL will be required

Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Delivery - promoted by owner (South East Water) for residential development

Gross Area (Ha):	1.26	Net Area (Ha):	1.26
Approximate Density (DPH):	40	Approximate Net Capacity:	50
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	SHLAA

H1(c) Sevenoaks Gasholder Station, Cramptons Road, Sevenoaks



Site Address:	Sevenoaks Gasholder Station, Cramptons Road, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Northern	Proposed Allocation:	Residential
Current Use / PP:	Gas Holders and Yard		

Development Guidance:

Design and Layout

To respond to the character of the area there is potential to extend the linear terraced residential layout that exists to the north of the site, through into the eastern portion of the site

Careful consideration should be given to the relationship with adjacent commercial premises and sympathetic boundary treatment to minimise any conflict between uses.

The size and context of the site make it suitable for a range of housing types and tenures which should be provided as part of this development

Landscape

The western edge of the site fronting Otford Road should be well landscaped and provide resilient green infrastructure.

Access

Vehicular access should be taken from Cramptons Road. The existing footpath which bisects site – should be retained. The site should link in to the proposed cycle route on Cramptons Road.

Infrastructure

As well as contributions to CIL, any site remediation, if required, will be carried out by the site owner before disposal or will be required to be signed off by the site owner before the site transaction is completed. This will not preclude development opportunities on this site;

Delivery - The extent of the site is owned by National Grid who have indicated that the yard is available now for redevelopment. The gasholders themselves are owned by Southern Gas Networks, who are de-commissioning all their gasholders in the period 2013 – 2021

Gross Area (Ha):	0.98	Net Area (Ha):	0.98
Approximate Density (DPH):	40	Approximate Net Capacity:	39
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	SHLAA

Severnside School International Centre

Severnside School

KIPPINGTON ROAD

OAK LANE

GRAFTON LANE

Scale: 1:2,500

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Site Address:	School House Oak Lane & Hopgarden Lane, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Kippington	Proposed Allocation:	Residential
Current Use / PP:	Sevenoaks School boarding house and grounds		

Development Guidance:

Design and Layout

The site should be split into upper and lower parcels of contrasting character.

The lower southern parcel should accommodate development at a density typical to the surrounding area (approximately 10 dph). The fragile balance in favour of the landscape dominating the built form should be retained. Buildings should be well screened and well set back from the front boundary to avoid a significant impact on the rural character of the lanes.

The upper northern parcel should accommodate a conversion of the existing building into apartments or a replacement block of similar size, location and character maintaining the broad balance between built development and open space. This portion of the site is also considered suitable for housing specifically designed for older people (including those with special needs), subject to improved footway access to the town centre.

Landscape

Trees within and surrounding the sites add to the generally verdant character and biodiversity of the area. Tree Preservation Orders apply around the boundary and across the centre of the site and development should not result in the loss or harm to any of these trees and should enhance opportunities for biodiversity.

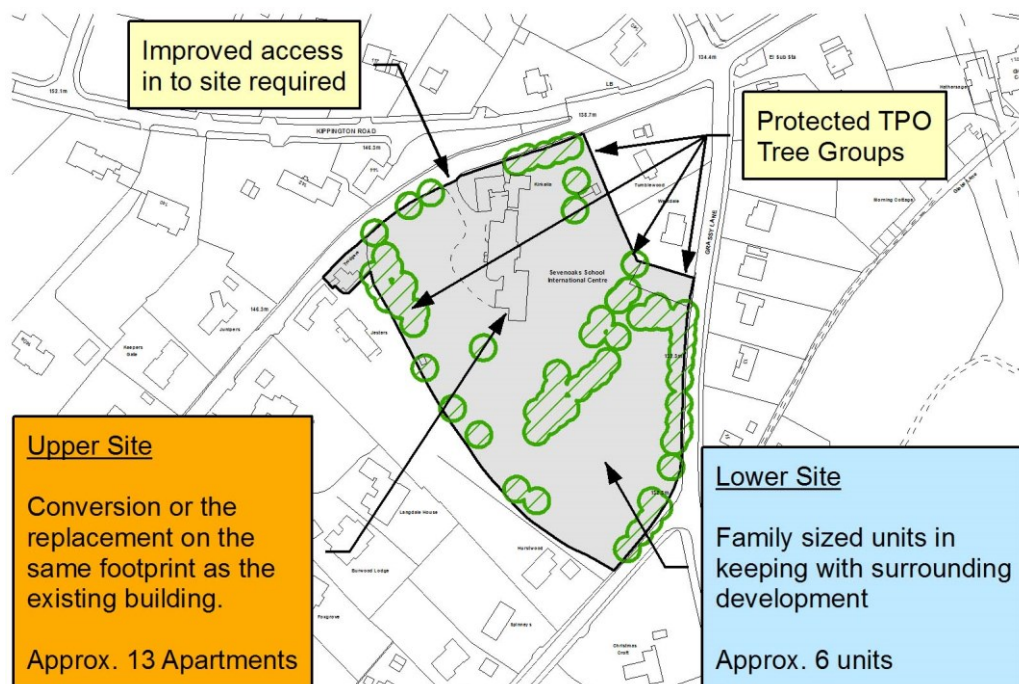
Access

Access to the lower part of the site should be via the narrow and hedge lined access drive from Grassy Lane / Hopgarden Lane. Access to the upper part of the site from Oak Lane is likely to require modification and visibility improvement

Infrastructure

Contributions to CIL will be required.

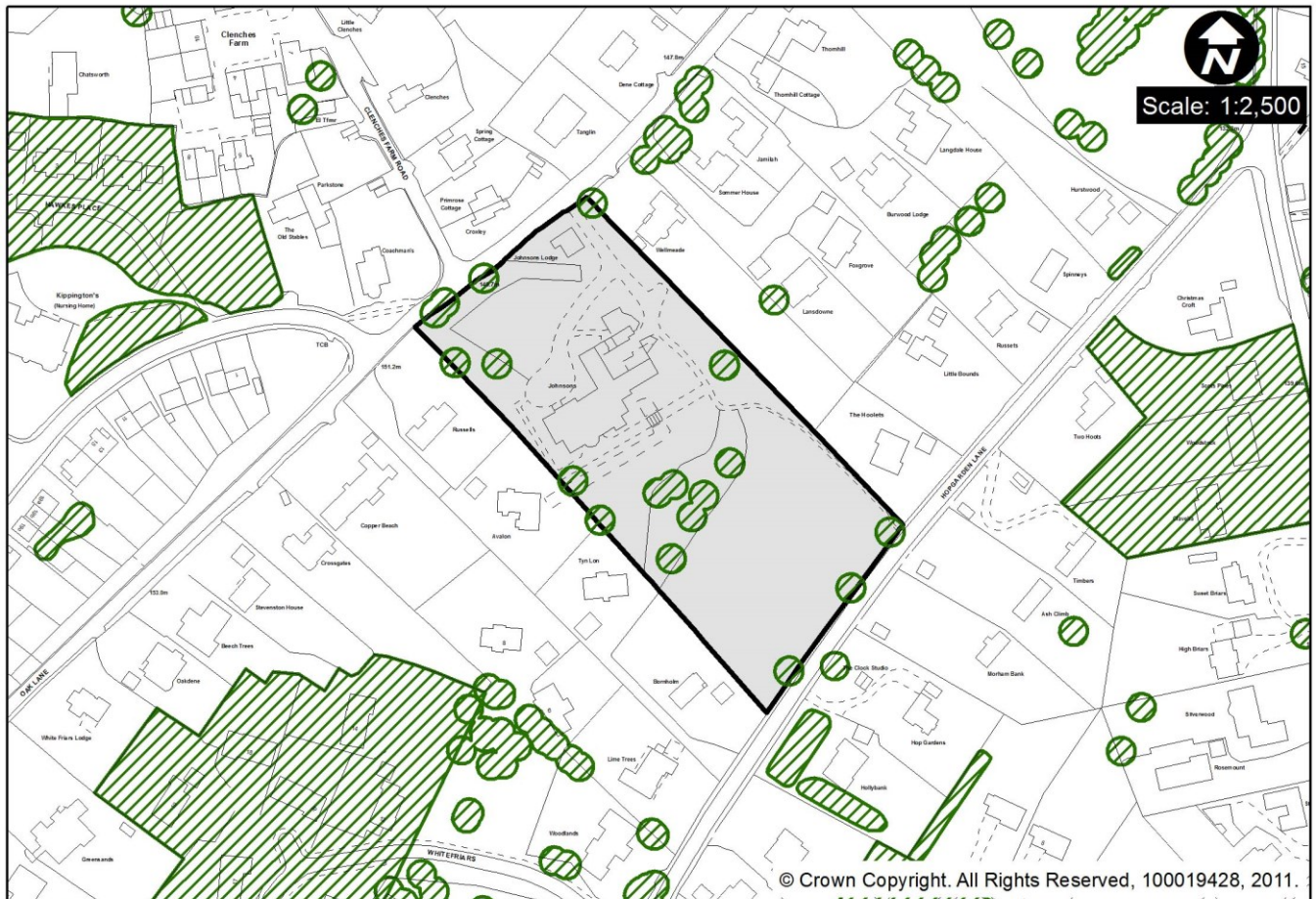
Delivery – Sevenoaks School promoting the site for redevelopment as part of their estate master-plan



Gross Area (Ha):	1.40	Net Area (Ha):	1.40
Approximate Density (DPH):	10 – Lower Site Conversion/ replacement on upper site	Approximate Net Capacity:	6 houses – lower site 13 flats – upper site
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	SHLAA

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H1(e) Johnsons, Oak Lane & Hopgarden Lane, Sevenoaks



Site Address:	Johnsons, at Oak Lane & Hopgarden Lane, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Kippington	Proposed Allocation:	Residential
Current Use / PP:	Sevenoaks School boarding house and grounds		

Development Guidance:

Design and Layout

The site should be split into upper and lower parcels of contrasting character.

The lower southern parcel should accommodate development at a density typical to the surrounding area (approximately 10 dph). The fragile balance in favour of the landscape dominating the built form should be retained. Buildings should be well screened and well set back from the front boundary to avoid a significant impact on the rural character of the lanes.

The upper northern parcel should accommodate a conversion of the existing building into apartments or a replacement block of similar size, location and character maintaining the broad balance between built development and open space. This portion of the site is also considered suitable for housing specifically designed for older people (including those with special needs), subject to improved footway access to the town centre.

Landscape

Trees within and surrounding the sites add to the generally verdant character of the area. Tree Preservation Orders apply around the boundary and across the centre of the site and development should not result in the loss or harm to any of these trees.

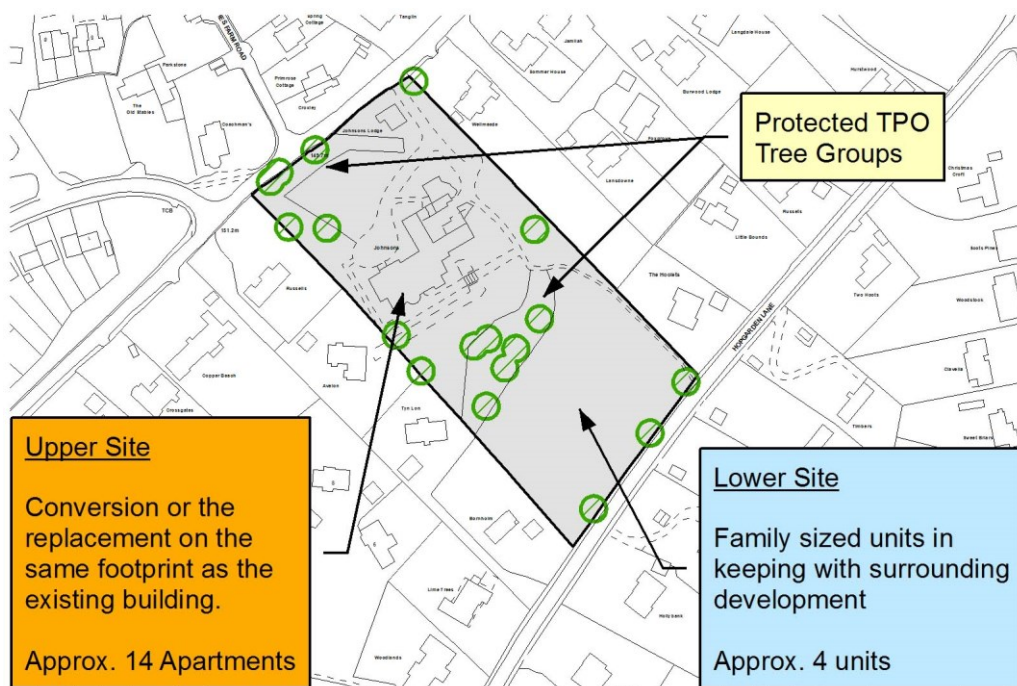
Access

Access to the lower part of the site should be via the narrow and hedge lined access drive from Grassy Lane / Hopgarden Lane. Access to the upper part of the site from Oak Lane is likely to require modification and visibility improvement.

Infrastructure

Contributions to CIL will be required.

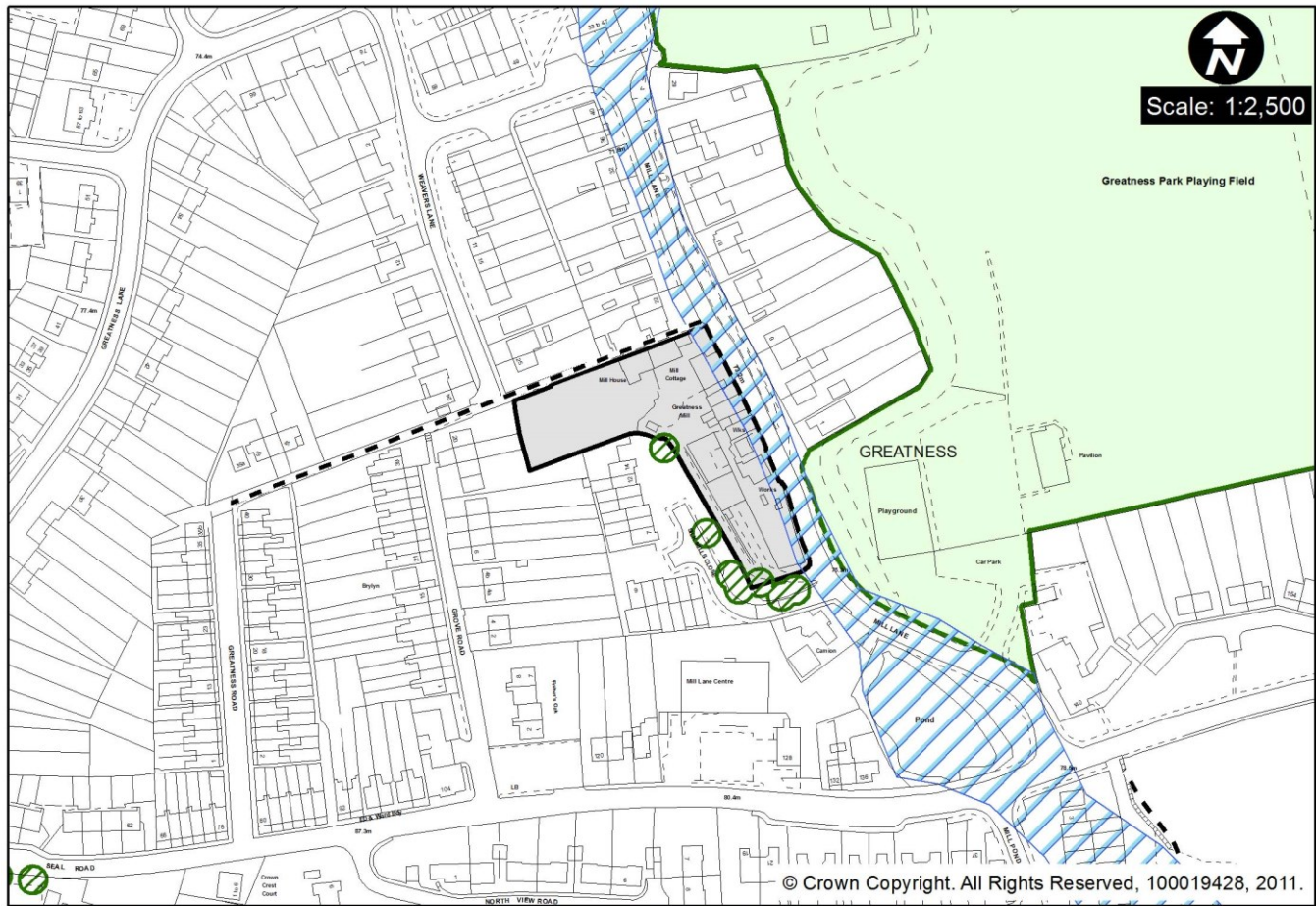
Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.



Gross Area (Ha):	1.36	Net Area (Ha):	1.36
Approximate Density (DPH):	10 – Lower Site Conversion/ replacement on upper site	Approximate Net Capacity:	4 houses – lower site 14 flats – upper site
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	SHLAA

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H1 (f) Greatness Mill, Mill Lane, Sevenoaks



Site Address:	Greatness Mill, Mill Lane, Sevenoaks	Settlement:	Sevenoaks Urban Area
Ward:	Sevenoaks Northern	Proposed Allocation:	Residential
Current Use / PP:	Workshops (car repair) and residential		

Development Guidance:

Design and Layout

The site contains the historic Mill House building, which contributes to the character of the local area. The building or the character of the building should be retained in any development scheme. The site is likely to be able to accommodate a mix of houses and flats

Landscape

Tree Preservation Orders apply around the southern and western boundary of the site and development should not result in the loss or harm to any of these trees.

Access

Vehicular access should be from Mill Lane. The footpath to north of the site should be retained.

Infrastructure

As well as a CIL contribution, site remediation may be necessary. This will not preclude development opportunities on this site.

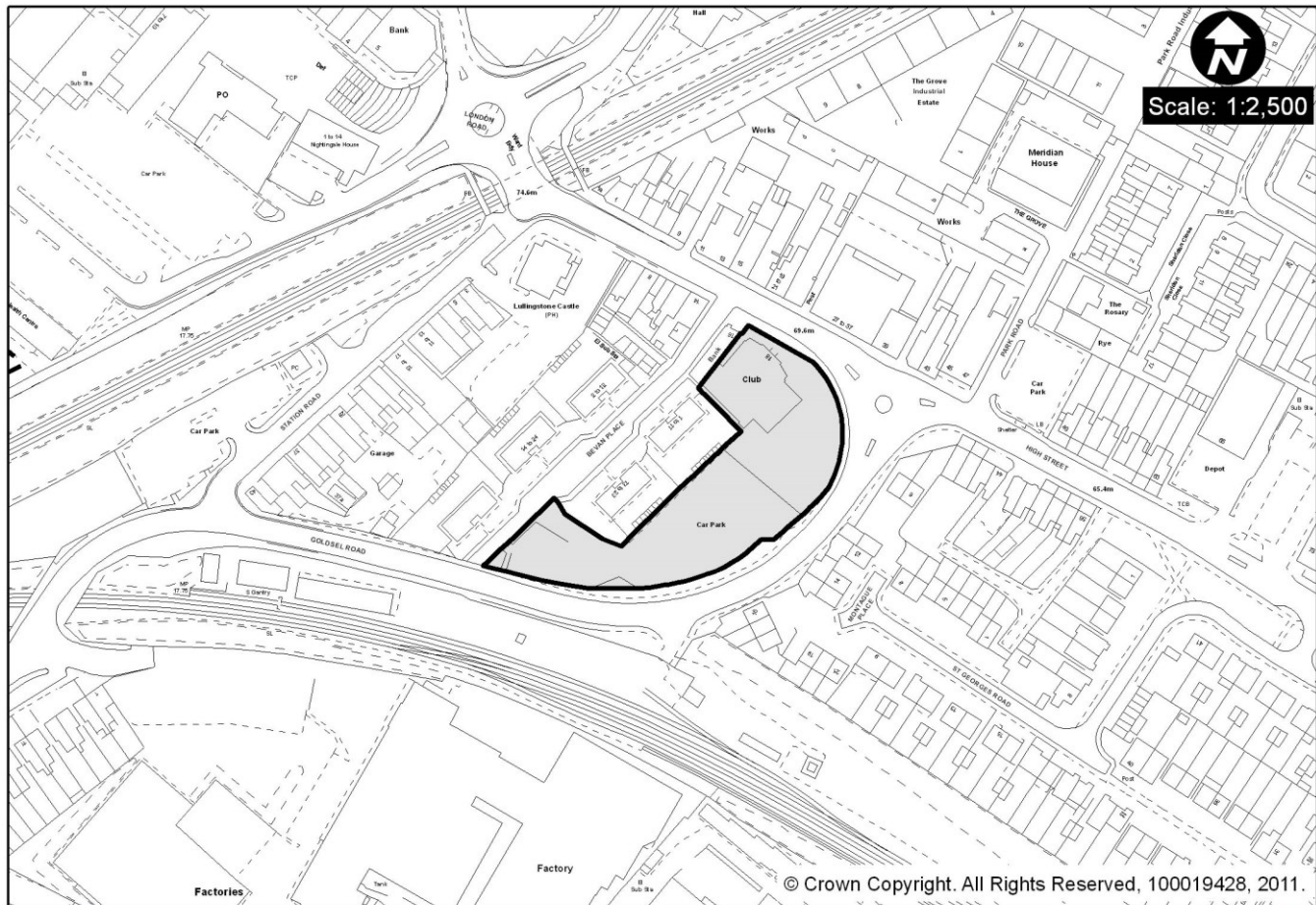
Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

Delivery – site owner promoting the site for residential development

Gross Area (Ha):	0.34	Net Area (Ha):	0.34
Approximate Density (DPH):	60	Approximate Net Capacity:	20
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	SHLAA

NB: Planning permission has been granted for 26 units (SE/13/01635)

H1(g) Bevan Place, Swanley



Site Address:	Bevan Place, Swanley	Settlement:	Swanley
Ward:	Swanley Christchurch and Swanley Village	Proposed Allocation:	Residential
Current Use / PP:	Car park/ working men's club, Swanley		

Development Guidance:

Design and Layout

This sustainable location with good transport links provides the opportunity to design a high density flatted development, subject to safeguarding the amenity of adjacent residential properties. The design and layout of each part of the site should take account of the other and form a comprehensive design.

Development should achieve a good relationship with the adjacent residential blocks, which abut the site on three sides. Options for inclusion of this land within a comprehensive scheme should be considered. If this is not achievable, the proposal must be carefully designed to integrate with the existing housing.

Residential development is likely to be most appropriately provided in the form of apartments blocks. This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

Careful design and/or physical measures may be needed to mitigate impact from traffic noise.

The site is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact.

Landscape

Landscaping proposals should enhance the appearance and biodiversity of the site and the wider street scene.

Access

Access should be provided from Bevan Place.

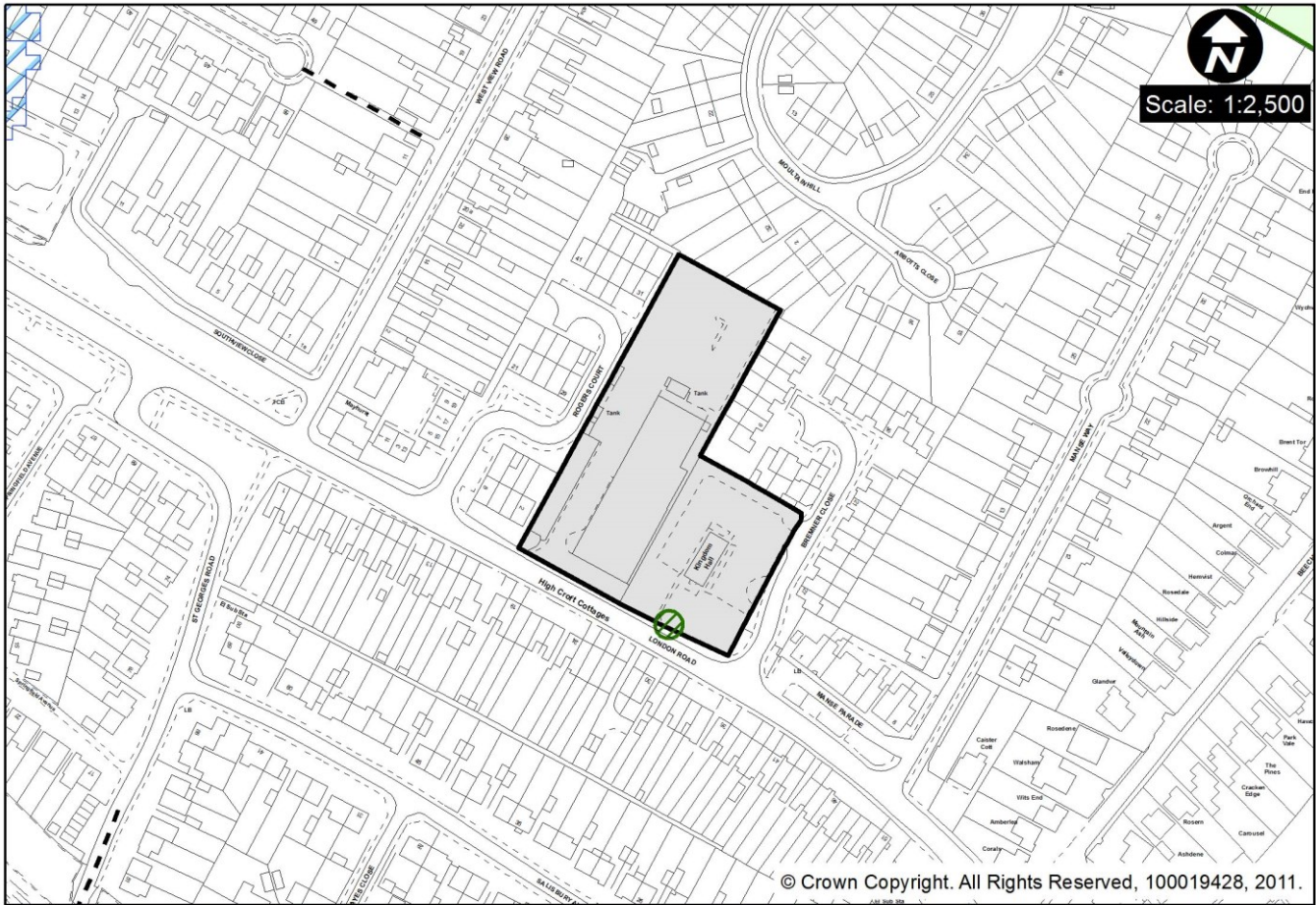
Infrastructure

As well as CIL contributions, the re-provision or relocation of the working men's club should be provided. Parking surveys over the last three years have confirmed that car park average usage is at 25% occupation. The loss of this parking will not therefore impact on the vitality of the area. There is capacity in Park Road / Station Approach car parks and free parking in the town centre.

Delivery – Owners of Swanley working men's club are investigating options for redevelopment and working with SDC (owners of car park) to bring forward a comprehensive site redevelopment

Gross Area (Ha):	0.46	Net Area (Ha):	0.46
Approximate Density (DPH):	100	Approximate Net Capacity:	46
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	Local Plan / SHLAA

H1(h) Bus Garage/Kingdom Hall, London Road, Swanley



Site Address:	Bus Garage/Kingdom Hall Swanley	Settlement:	Swanley
Ward:	Swanley Christchurch and Swanley Village	Proposed Allocation:	Residential
Current Use / PP:	Bus Garage / Church hall		

Development Guidance:

Design and Layout

The design and layout of each site should take account of the other and form a comprehensive design. Development should front London Road, Rogers Court and Bremner Close and respect the well established building lines in London Road.

Attached housing is likely to be the most appropriate form of development on the site. This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

Careful design and/or physical measures may be needed to mitigate impact from traffic noise.

The site frontage is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact.

Landscape

The TPO should be protected on the site. Landscaping proposals should enhance the site and the wider street scene.

Access

Access should be via existing access off London Road or via Bremner Close. A single access should serve the combined Bus Garage and Kingdom Hall site.

Infrastructure

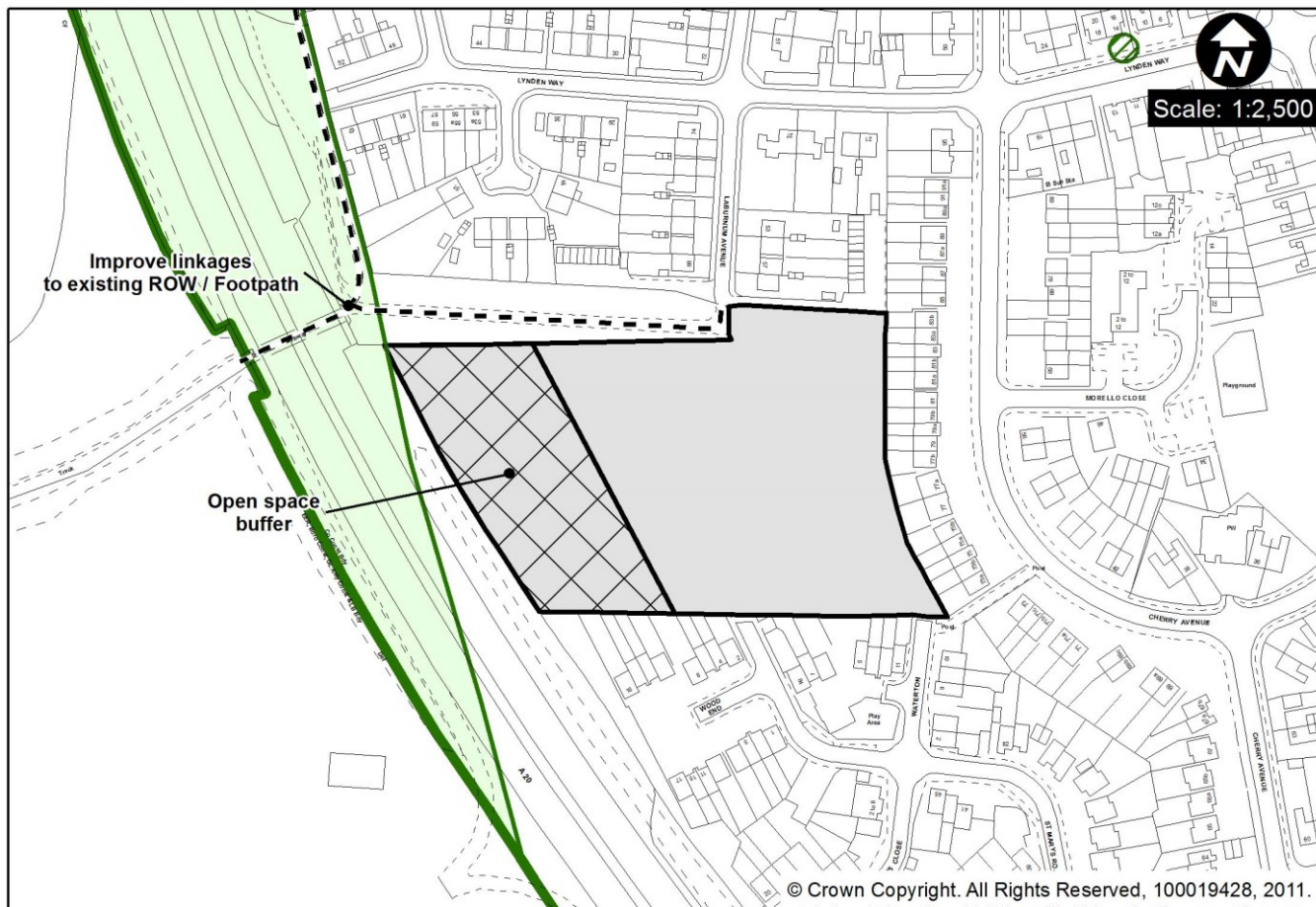
As well as a CIL contribution, development should include re-provision of the existing community facility (hall of worship) in a portion of the site.

Site remediation may be necessary. This will not preclude development opportunities on this site.

Delivery – promoted by owners for residential development

Gross Area (Ha):	0.74	Net Area (Ha):	0.74
Approximate Density (DPH):	40	Approximate Net Capacity:	30
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	Local Plan / SHLAA

H1(i) Land west of Cherry Avenue, Swanley (mixed housing and open space)



Site Address:	Land west of Cherry Avenue, Swanley (mixed housing and open space)	Settlement:	Swanley
Ward:	Swanley St Mary's	Proposed Allocation:	Residential and open space
Current Use / PP:	Vacant open land (Private – no public access)		

Development Guidance:

Design and Layout

This large site can accommodate mix of housing types (semi-detached, terraced, detached), which respect the layout and density of the surrounding housing estate. With the proximity to the A20 to the west the open space should act as a buffer (in terms both noise and air quality) with properties designed to overlook the open space..

Landscape

Proposals should include the provision of public open space with biodiversity enhancement of approximately 0.5ha abutting the A20 as shown on the accompanying plan. The type and layout of open space will be a matter for consultation with the local community.

Access

There is potential for two vehicular access points, via St Marys Road and Laburnum Avenue, to create an extension of the existing housing estate.

Footpath connections should be provided through site, providing a safe and convenient link with existing footpath to the north

Infrastructure

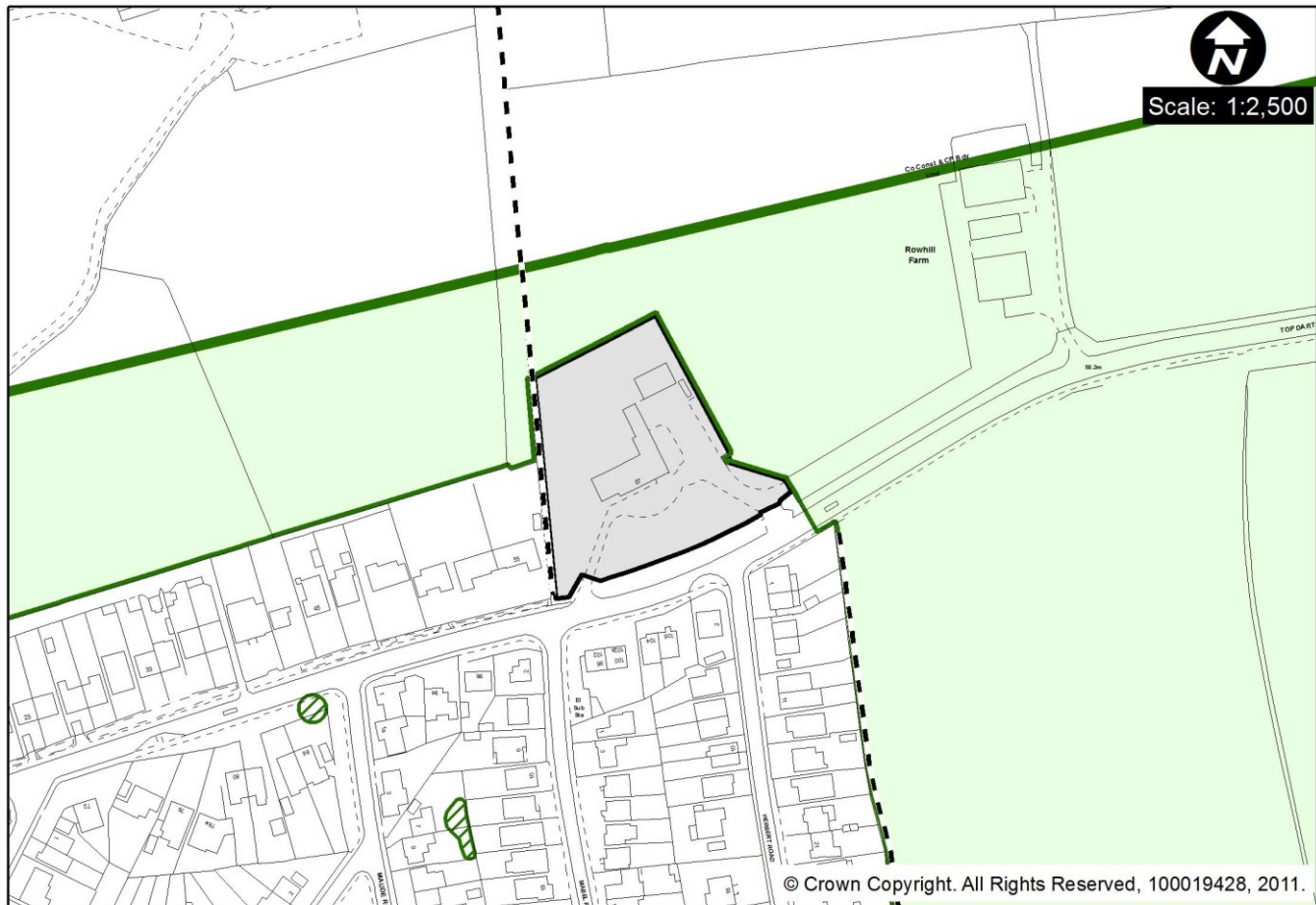
As well as CIL contributions, public open space should be provided on the site.

Developers will be required to demonstrate that there is adequate water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water infrastructure.

Delivery – KCC (site owner) promoting site for residential development

Gross Area (Ha):	1.5	Net Area (Ha):	1.00
Approximate Density (DPH):	50	Approximate Net Capacity:	50
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	SHLAA

H1(j) 57 Top Dartford Road, Hextable



Site Address:	57 Top Dartford Road, Hextable	Settlement:	Other settlement
Ward:	Hextable	Proposed Allocation:	Residential
Current Use / PP:	Residential		

Development Guidance:

Design and Layout

Development should be designed carefully to avoid any adverse impact on the adjoining Green Belt and should respond to the gateway location to the village. Development should front Top Dartford Road and respect the building line of other properties in this location.

Attached and detached housing is likely to be suitable on the site.

Landscape

Appropriate tree screening / landscaping should be incorporated in any development scheme to avoid any adverse impact on the Green Belt or long distance views

Access

Access should be taken from Top Dartford Road (B258). The site currently has an in and out driveway arrangement that straddles traffic calming measures (one-way pinch points). Any access modifications will need to be carefully designed to integrate with these measures. The footpath to the west of the site should be retained.

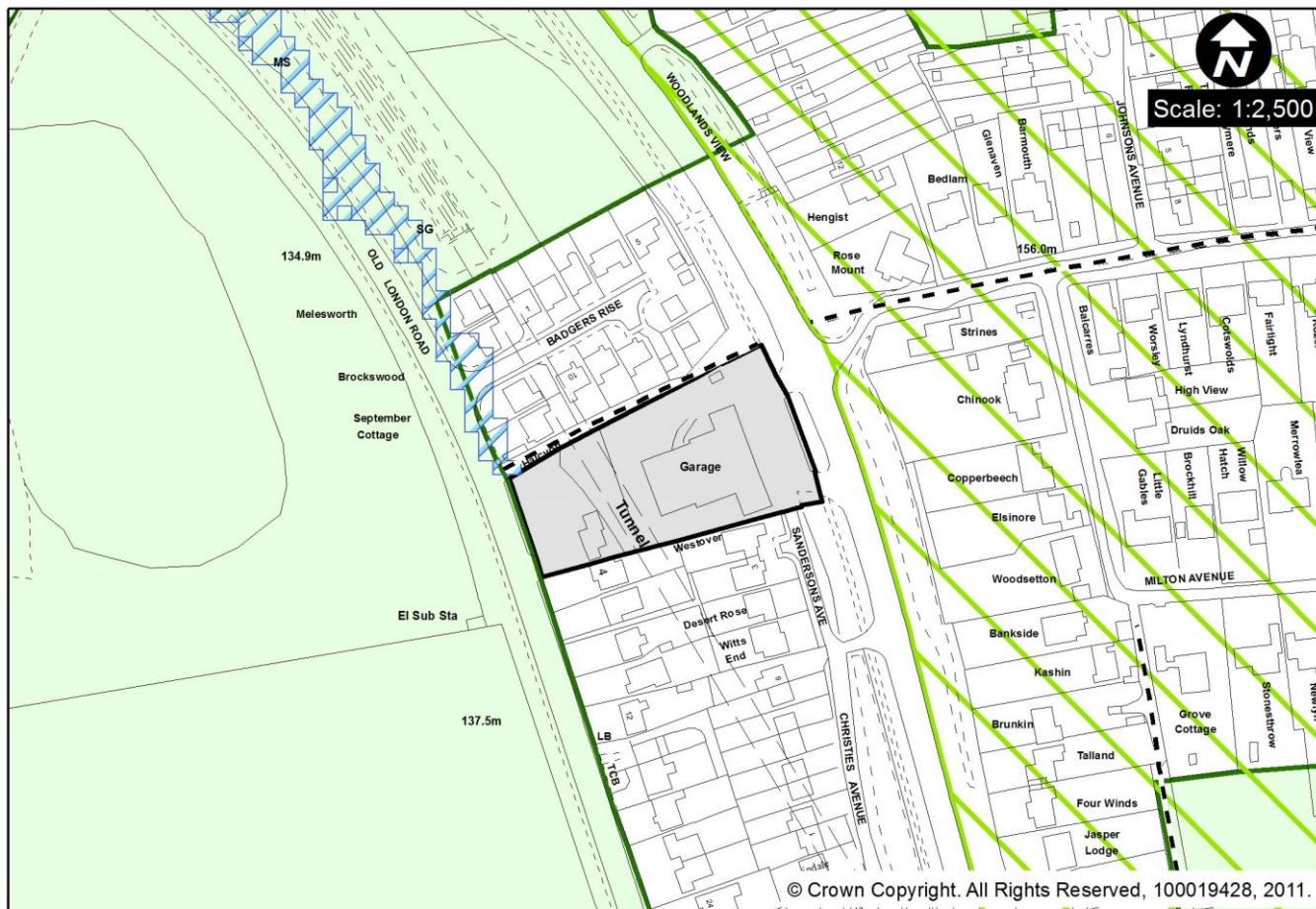
Infrastructure

Contributions to CIL will be required

Delivery - Promoted for residential development by owner of site

Gross Area (Ha):	0.51	Net Area (Ha):	0.51
Approximate Density (DPH):	30	Approximate Net Capacity:	14
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	SHLAA

H1(k) Foxs Garage, London Road, Badgers Mount



Site Address:	Foxs Garage, London Road, Badgers Mount	Settlement:	Other settlement
Ward:	Halstead, Knockholt & Badgers Mount	Proposed Allocation:	Residential
Current Use / PP:	Garage and MOT testing centre		

Development Guidance:

Design and Layout

Careful consideration should be given to the site topography, where the land rises steeply from Old London Road to A224 Orpington by-pass. There is potential to reflect the layout and scale of the adjacent close (Badgers Rise).

The footpath to the north of site should be overlooked.

Proposals should avoid adverse impact on/from the rail tunnel below site.

Landscape

The landscape frontage to Orpington By-pass is a characteristic of the area and should be respected on this site.

Access

A single point of access at a central location should be provided on the frontage of Old London Road, which is slower (40mph) than the Orpington By-Pass. Associated re-positioning of the existing bus stop (currently located between the existing in/out access arrangement will be necessary).

The footpath to the north of site should be retained.

Infrastructure

As well as CIL contributions, site remediation may be necessary. This will not preclude development opportunities on this site.

Delivery – promoted for residential development by owners of site

Gross Area (Ha):	0.50	Net Area (Ha):	0.50
Approximate Density (DPH):	30	Approximate Net Capacity:	15
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	SHLAA

The map illustrates the proposed Westerham Station and its integration with the local environment. Key features include:

- Station Area:** A large grey-shaded area representing the station footprint, with green-hatched sections indicating platforms and access paths.
- Landmarks:** The Court House, Court Lodge, Allotment Gardens, and the River Medway are clearly marked.
- Infrastructure:** Roads such as London Road, Madam Road, and The Flyers Way are shown, along with existing public transport routes.
- Scale and Orientation:** A scale bar indicates 1:2,500, and a north arrow is located in the top right corner.



Site Address:	Land adjacent to London Road, Westerham – (Formerly Safeguarded Land)	Settlement:	Other settlement
Ward:	Westerham & Crockham Hill	Proposed Allocation:	Residential
Current Use / PP:	Field with hard-standing (former site of primary school)		

Development Guidance:

Design and Layout

The site is located within the AONB and development should protect and enhance the landscape features.

This large site can accommodate mix of housing types (detached, semi-detached, terraced). The site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

Landscape

There are Tree Preservation Orders on the site which should be protected and form an integral part of the scheme. The trees provide an attractive avenue into the site and line both the pedestrian and vehicular access from London Road. No protected trees should be removed. Ecological issues should be considered in any redevelopment. The existing tree screening should be maintained and enhanced.

Site biodiversity surveys will be sought to ensure any biodiversity concerns are adequately mitigated.

Access

Access should be taken off London Road, via wide avenue to north of Rosslare Close.

The development should provide vehicular access to the Westerham allotment housing allocation site to the West, from London Road.

The passageway to the south of Rosslare Close should provide pedestrian and cycle access to the site.

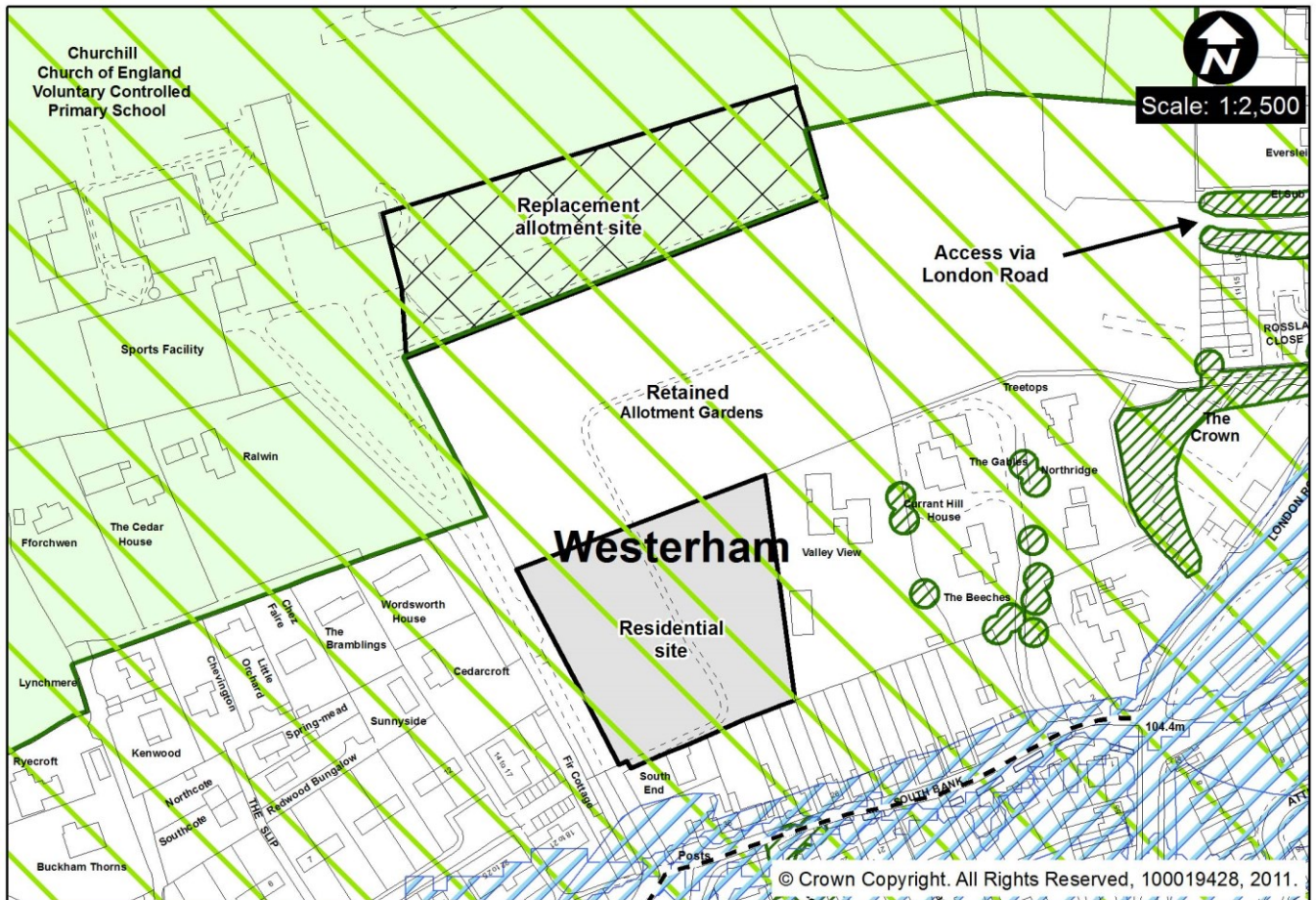
Infrastructure

Contributions to CIL will be required.

Delivery - Promoted for residential development by owner of site (KCC)

Gross Area (Ha):	1.46	Net Area (Ha):	1.34
Approximate Density (DPH):	25	Approximate Net Capacity:	30
Estimated Development Period:	0-5 years (2012-2016)	Source / Evidence Base:	Local Plan Allocation

H1(m) Currant Hill Allotments, Westerham



Site Address:	Currant Hill Allotments, Westerham (Formerly Safeguarded Land)	Settlement:	Other settlement
Ward:	Westerham & Crockham Hill	Proposed Allocation:	Residential
Current Use / PP:	Allotments		

Development Guidance:

Design and Layout

The site is located within the AONB and development should protect and enhance the landscape features.

The site should reflect the adjacent mix of housing types (detached, semi-detached, terraced). This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

Low buildings heights (not greater than two storeys) should be incorporated into the development scheme to respond to the site topography and integrate with the surrounding development

Landscape

Existing tree screening should be maintained and enhanced

Site biodiversity surveys will be sought to ensure any biodiversity concerns are adequately mitigated and biodiversity enhancement will be required on the adjacent replacement allotment site

Access

Site access should be provided via the adjacent site to London Road (emergency/pedestrian access on via Rysted Lane).

Infrastructure

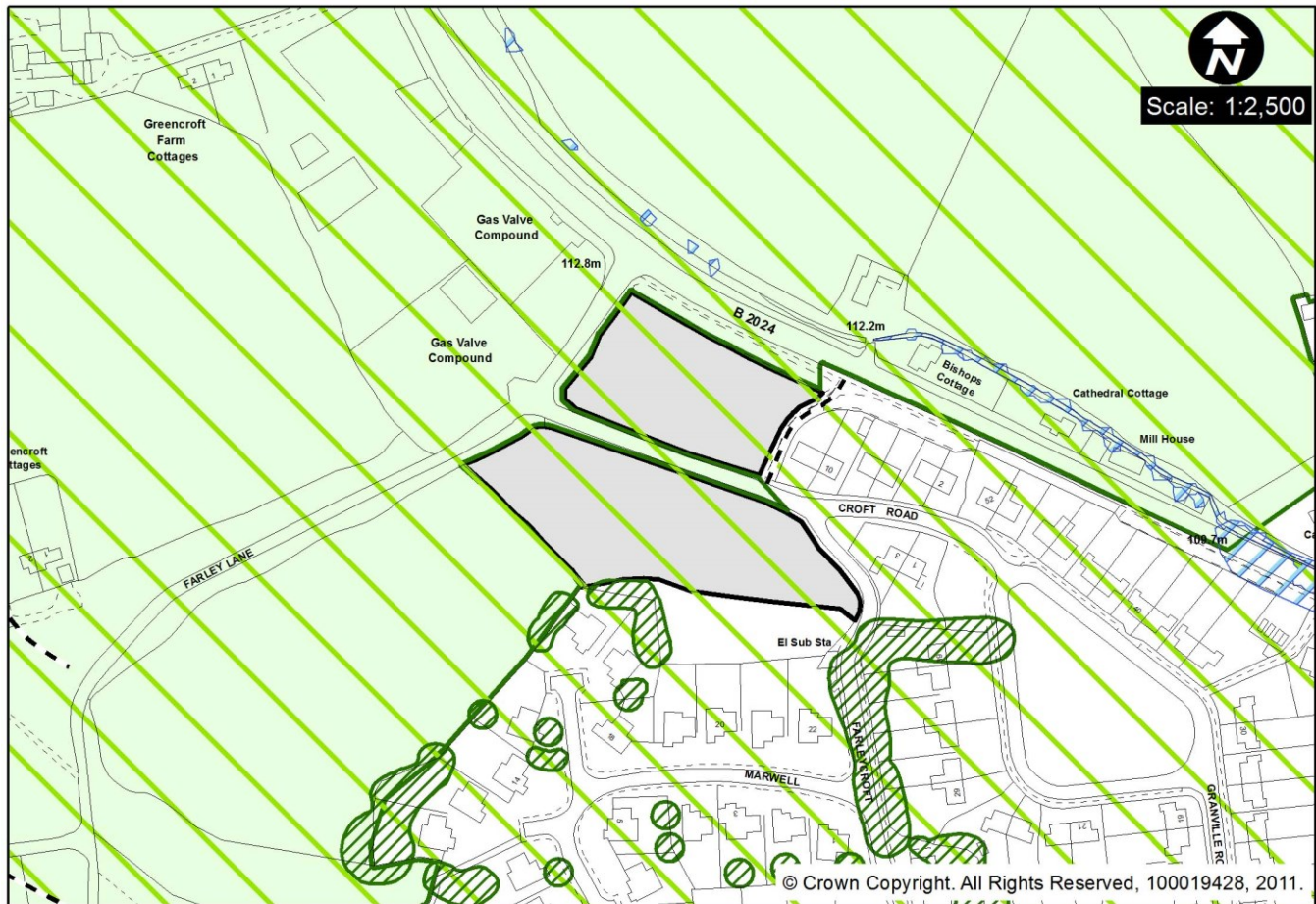
As well as CIL contributions, development of the site will require equivalent replacement of allotments within Westerham. The replacement allotments would need to be of equivalent or greater value, in terms of their size, location, accessibility and quality, in order to maintain the supply of allotments for the local community. Westerham Town Council, who own the site, have proposed that replacement allotments be provided in the field immediately to the north of the site, which is allocated in the ADMP. The site is currently leased to Churchill School. The school is aware of this proposal and has confirmed that it can accommodate the loss of the field without prejudicing its activities.

Delivery – site owners (Westerham Town Council) are promoting the site for residential development, subject to further consultation with the local community.

Note - the local authority must seek permission from the Secretary of State before selling or changing the use of a statutory allotment site under the Allotments Act 1925

Gross Area (Ha):	0.67	Net Area (Ha):	0.67
Approximate Density (DPH):	30	Approximate Net Capacity:	20
Estimated Development Period:	10-15 years (2022-2026)	Source / Evidence Base:	Local Plan (Safeguarded Land)

H1 (n) Land at Croft Road Westerham



Site Address:	Land at Croft Road, Westerham (Formerly Safeguarded Land)	Settlement:	Other settlement
Ward:	Westerham & Crockham Hill	Proposed Allocation:	Residential
Current Use / PP:	Open Land		

Development Guidance:

Design and Layout

The site is located within the AONB and development should protect and enhance the landscape features. Development should be designed carefully to avoid any adverse impact on the adjoining Green Belt.

The site should reflect the layout and scale of adjacent attached and detached housing.

Landscape

Existing tree screening should be maintained and enhanced

Access

The site should be accessed from Croft Road and not from the B2024 Croydon Road.

The footpath to east of northern (upper) site should be retained.

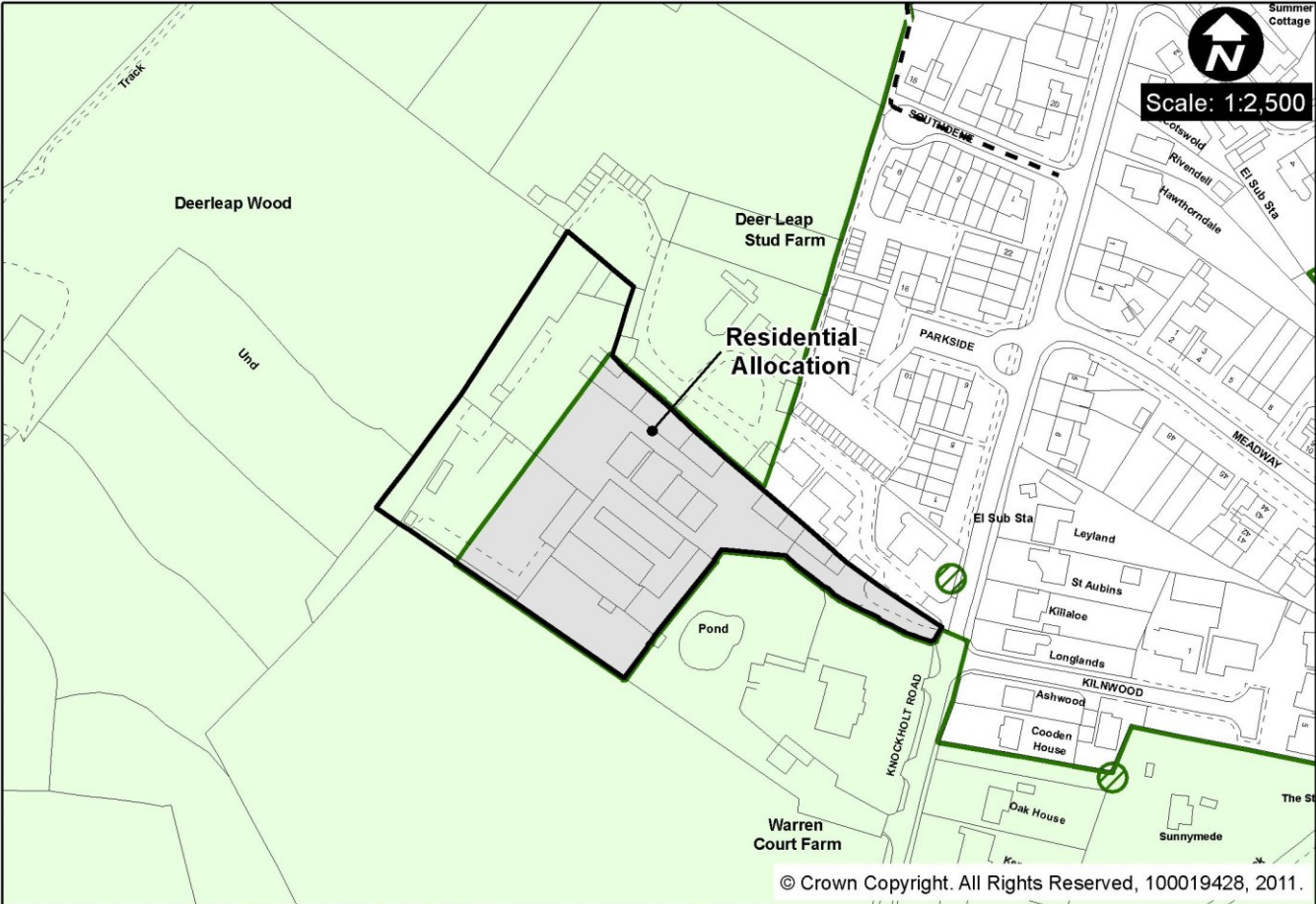
Infrastructure

Contributions to CIL will be required

Delivery – SDC own site and support residential development

Gross Area (Ha):	0.77	Net Area (Ha):	0.77
Approximate Density (DPH):	25	Approximate Net Capacity:	15
Estimated Development Period:	6-10 years (2017-2021)	Source / Evidence Base:	Local Plan (Safeguarded Land)

H1(o) Warren Court, Halstead



Site Address:	Warren Court, Halstead	Settlement:	Halstead
Ward:	Halstead, Knockholt and Badgers Mount	Proposed Allocation:	Residential
Current use:	Mixed Use (Industry and Offices)		

Development Guidance:

Design and Layout

The residential redevelopment must be carefully designed to minimise the impact on the Green Belt. Development is likely to be most appropriate in the form of relatively low density attached/detached housing. Dwellings should be of similar height to the existing buildings on the site i.e. 1.5/2 storey dwellings, in order to minimise their impact. The scheme design should reflect the edge of settlement location of this site.

The area around the southern and western boundary of the site includes a large expanse of hard-standing, Leylandi planting and small-scale commercial buildings. Restoration and environmental improvement of this area will be required as part of any residential scheme, to improve the relationship of the site with the surrounding countryside.

The relationship of development to adjacent residential and farm buildings will need to be carefully addressed.

Landscape

A buffer of woodland is required to protect and extend Deerleap wood to the rear of the site.

Landscaping and planting will be required within the site to screen the site from surrounding countryside.

Access

Access should be via the existing access.

Improvements in footway links and provision an informal pedestrian crossing facility to connect to the existing bus stop facilities will be required.

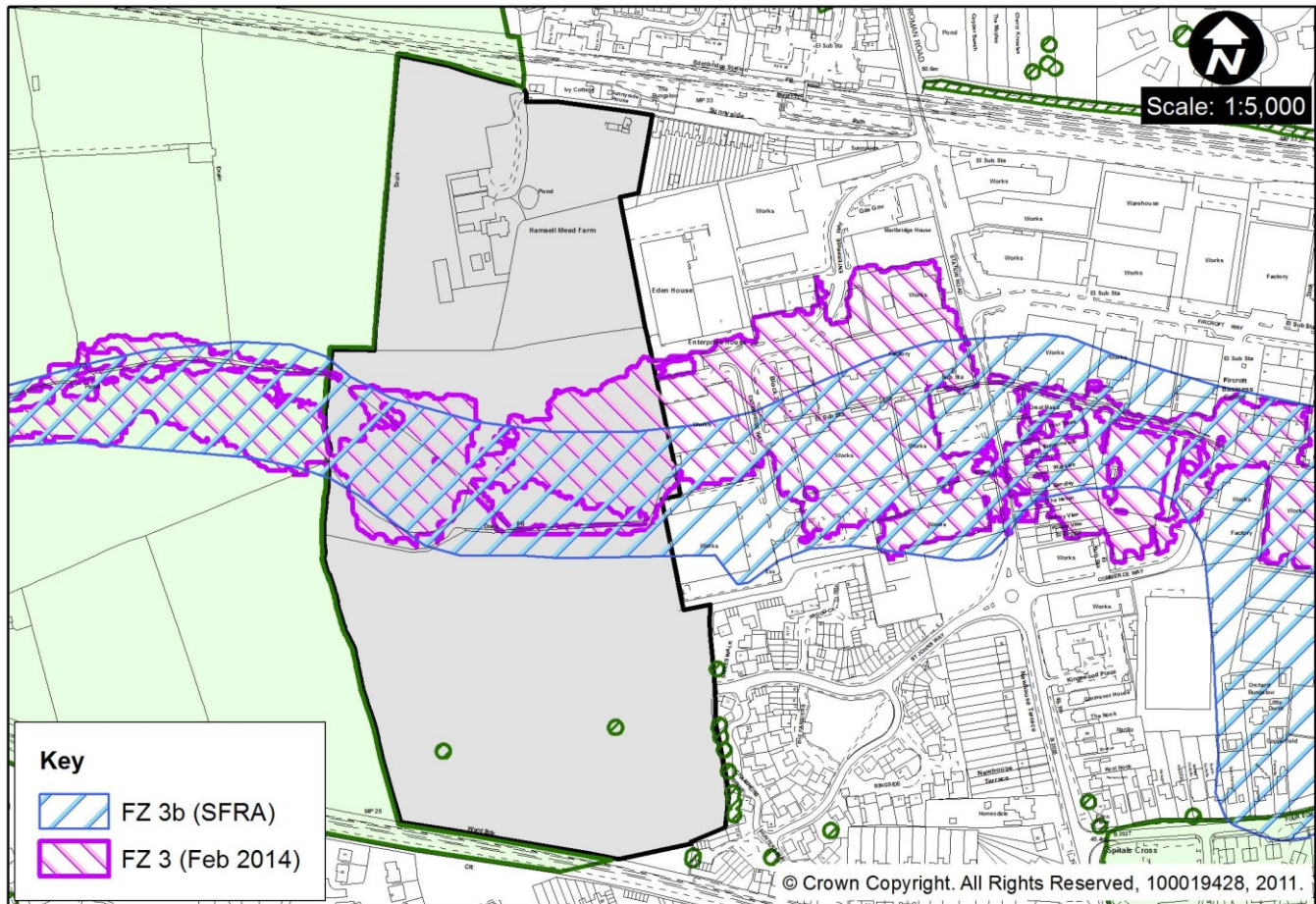
Infrastructure

As well as contributions to CIL, site remediation may be necessary. This will not preclude development opportunities on this site.

Delivery – promoted by owner of site for residential development.

Gross Area (Ha):	1.1	Net Area (Ha):	1.0
Approximate Density (DPH):	25	Approximate Net Capacity:	25
Estimated Development Period	0-5 years (2012-2016)	Source / Evidence Base:	Promoted by owner

H1(p) Land West of Enterprise Way, Edenbridge



Site Address:	Land west of Enterprise Way, Edenbridge	Settlement:	Edenbridge
Ward:	Edenbridge North and East	Proposed Allocation:	Residential and Open Space
Current Use / PP:	Greenfield and residential		

Development Guidance:

Design and Layout

The site is dissected by an area of flood zone 3a and 3b as shown on the accompanying map. No residential development should be located within this area and sustainable drainage systems (SUDS) will be required as part of any scheme, together with a flood risk assessment. This river corridor should form a feature of the site, and should be managed and enhanced for biodiversity and recreation, in addition to its primary purpose as functional flood plain. Residential development should be located north and south of the constrained flood area.

The development will need to be designed to minimise its impact on the Green belt/open farmland to the west and scheme design, including building heights and density, should reflect the edge of settlement location of this site. The relationship of the development to the railway lines to the north and south and to the residential and industrial estate to the east will need to be carefully addressed. Proposals should not prejudice the operation of the existing industrial estate, or compromise the amenity of existing and future residents.

The size and context of the site make it suitable for a range of housing types, sizes and tenures, including affordable housing in accordance with Council policy. This site is also considered suitable for housing designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

Landscape

The TPO trees within and adjacent to the site should be preserved and form an integral part of the scheme. Landscaping and planting should be integrated into the development and will be required to screen the site from the adjacent countryside, and to provide a buffer between the railway lines, industrial estate, existing residential and the development site. These buffers will also provide biodiversity corridors which will enhance the green infrastructure network and make connections beyond the site. The river corridor should also include biodiversity enhancements. Site biodiversity surveys will be required to ensure any biodiversity concerns are adequately mitigated.

Provision of public open space will be required to support the development. The type and layout of open space will be a matter for consultation with the local community, but could include amenity greenspace, children's playspace and allotments, as outlined in the Council's Open Space Study.

Access

The primary access to the site should be from St John's Way, with secondary access from Enterprise Way. The existence of the flood zone in centre of the site reinforces the need for multiple accesses.

A Transport Assessment will be required to support any future application for the development of the site. Walking / cycling routes into Edenbridge town centre and to Edenbridge / Edenbridge Town station

should be improved.

Infrastructure

Contributions to CIL will be required. This should facilitate contributions to mitigate impacts of the development on infrastructure, including education. Development should provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.

Delivery - Principal site owner promoting site for development. The site could come forward in phases, provided no one phase of development would prejudice the development of the area as a whole.

Gross Area (Ha):	11.8	Net Area (Ha):	9.2(2.6ha flood zone)
Approximate Density (DPH):	30	Approximate Net Capacity:	276
Estimated Development Period:	0-5 years (2012-2016) and 6-10 years (2017-2021)	Source / Evidence Base:	Core Strategy Reserve Land

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For information or to purchase additional copies of this publication please contact the Planning Policy Team.

**Planning Policy
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1GN**

**www.sevenoaks.gov.uk/localplan
planning.policy@sevenoaks.gov.uk**

**Tel: 01732 227000
Fax: 01732 451332**

**This publication is available on the Council website:
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