

DEVELOPMENT BRIEFS

Settlement	Reference	Address	Page
SEVENOAKS URBAN AREA			
	HO1	Pinetops, 5 Crownfields	5
	HO2	Abacus Furniture, Farm Road Garages, Greatness Lane	7
	HO3	Land rear of Bowerwood House, 15 St Botolphs Road	10
	HO4	42-44 Bullfinch Lane, Riverhead	13
	HO5	Land at Cramptons Road	16
	MX1	Sevenoaks Station and Car Park, Morewood Close	20
	MX2	Land east of High Street	36
	HO6	School House, Oak Lane & Hopgarden Lane	41
	HO7	Johnsons, Oak Lane & Hopgarden Lane	44
	MX3	Delivery & Post Office / BT Exchange, South Park	47
SWANLEY			
	HO11	Garages, Conifer Way	50
	HO12	Bus Garage, Kingdom Hall	53
	HO13	Bevan Place	56
EDENBRIDGE			
	MX7	Edenbridge War Memorial Hospital	59
	MX8	78-80 - 82-84 High Street and 1-2 Leathermarket	62
WESTERHAM			
	HO19	Land north-east of Bloomfield Terrace	66
	HO20	Currant Hill Allotments	69
NEW ASH GREEN			
	HO21	The Forge, Ash	72
	MX12	New Ash Green Village Centre	75
OTFORD			
	HO24	Ryecroft, Ryecroft Road	78

Introduction

For this second Regulation 18 consultation, draft Development Briefs have been prepared for the sites proposed for development which were published as part of the first Regulation 18 consultation on the emerging Local Plan. These are all sites which are within the urban confines of settlements within the District. Development Briefs for potential allocated sites outside the urban confines within Green Belt land will be included in the Regulation 19 consultation on Plan 2040 next year. Development briefs have not been produced for sites which currently have planning applications underway.

These are draft briefs which will be subject to change following responses from this consultation and ongoing work towards the emerging Local Plan. The final Development Briefs will be adopted as part of the Local Plan.

Policy Context

Development briefs provide guidance relating to the type of proposals which should be brought forward on sites to support the delivery of the Local Plan. The briefs provide additional and more specific policy and place-based guidance for allocated sites.

Development Brief Objectives:

- Promote the delivery of design excellence;
- Support an efficient planning process for both applicants and the Council by outlining the Council's requirements for the sites at the early stages; and
- Provide stakeholders, developers and the local community with the opportunity to provide input into the vision of development.

Once adopted, the brief becomes a material consideration in the determination of any future planning application relating to all or part of the site. The guidance should be read alongside the emerging Plan 2040 and all Local Plan policies relevant to the site and type of development remain applicable

Development Brief Content

Proposed Use

This outlines the use(s) proposed for the site.

Proposed Capacity

This describes the quantity of development proposed for the site, such as the number of residential units and subsequent density (measured in dwellings per hectare, dph), as stated in Policy ST2.

Promoted Capacity

This states the capacity of development suggested by the party promoting the site for development through the call for sites process. This is stated if the proposed capacity is still subject to ongoing work or requires further clarifications.

Potential Capacity

For certain sites in sustainable location, the Council is undertaking further design work to help ensure the proposed development will align with the Development Strategy outlined in Chapter 1 of the emerging Plan 2040 for existing settlements (pages 41- 43, Plan 2040 Reg. 18 Part 2). This proposes optimising density in locations which are within close proximity to public transport and local services. The potential capacity is therefore informed by this strategy as well as by an assessment of the sensitivities of the site and its surroundings, ensuring the proposed density is supporting the character of the area.

Delivery Timeframe

This outlines the estimated timeline for when development on the site will be delivered.

Policy Priorities

All sites are expected to be fully policy compliant, however this section outlines the key policies for the specific development and delivery of this site. The policies noted are from the Plan 2040 Regulation 18 Part 2 document which is currently under consultation.

Infrastructure Requirements

The infrastructure requirements noted on each brief address the identified infrastructure needs that the development will be expected to contribute towards. All requirements have been identified through engagement with key infrastructure providers in Autumn 2023, and represent the position at this point in time. Engagement remains ongoing and projects will continue to be identified and refined as the Local Plan progresses. The absence of an infrastructure requirement (e.g. transport improvements) at this stage does not mean that there will not be any – many infrastructure providers are simply not in a position to identify specific needs until the Local Plan growth option has been confirmed. Note that in many cases the infrastructure needs have arisen from the overall cumulative impact of development, including proposed Green Belt sites, rather than from just the sites currently subject to a development brief. All infrastructure requirements should be read in conjunction with Chapter 9 of Plan 2040 (Local Plan Reg. 18 - Part 2) and the Infrastructure Delivery Plan November 2023 Statement.

Design Requirements

This outlines a set of site-specific design principles which development on the site should follow in order to align with national and local design policy. The design requirements have been structured around the 10 characteristics of a well-designed place from The National Design Guide (2021) and National Model Design Code (2021). Other local guidance used to inform these design requirements include Sevenoaks District-Wide Character Study, Sevenoaks Residential Character Area Assessment, Edenbridge Character Area Assessment, and Sevenoaks Landscape Character Area Assessment.

Framework Plan

Some briefs include a site plan indicating spatial design guidance such as key routes, active frontages and building heights. These translate the listed Design Requirements into spatial features across the site.

Housing Types and Mix

For all sites promoted for residential development, the Targeted Review of Local Housing Needs Jan 2022 should be used to guide the type and mix of housing delivered on the site.

Terminology

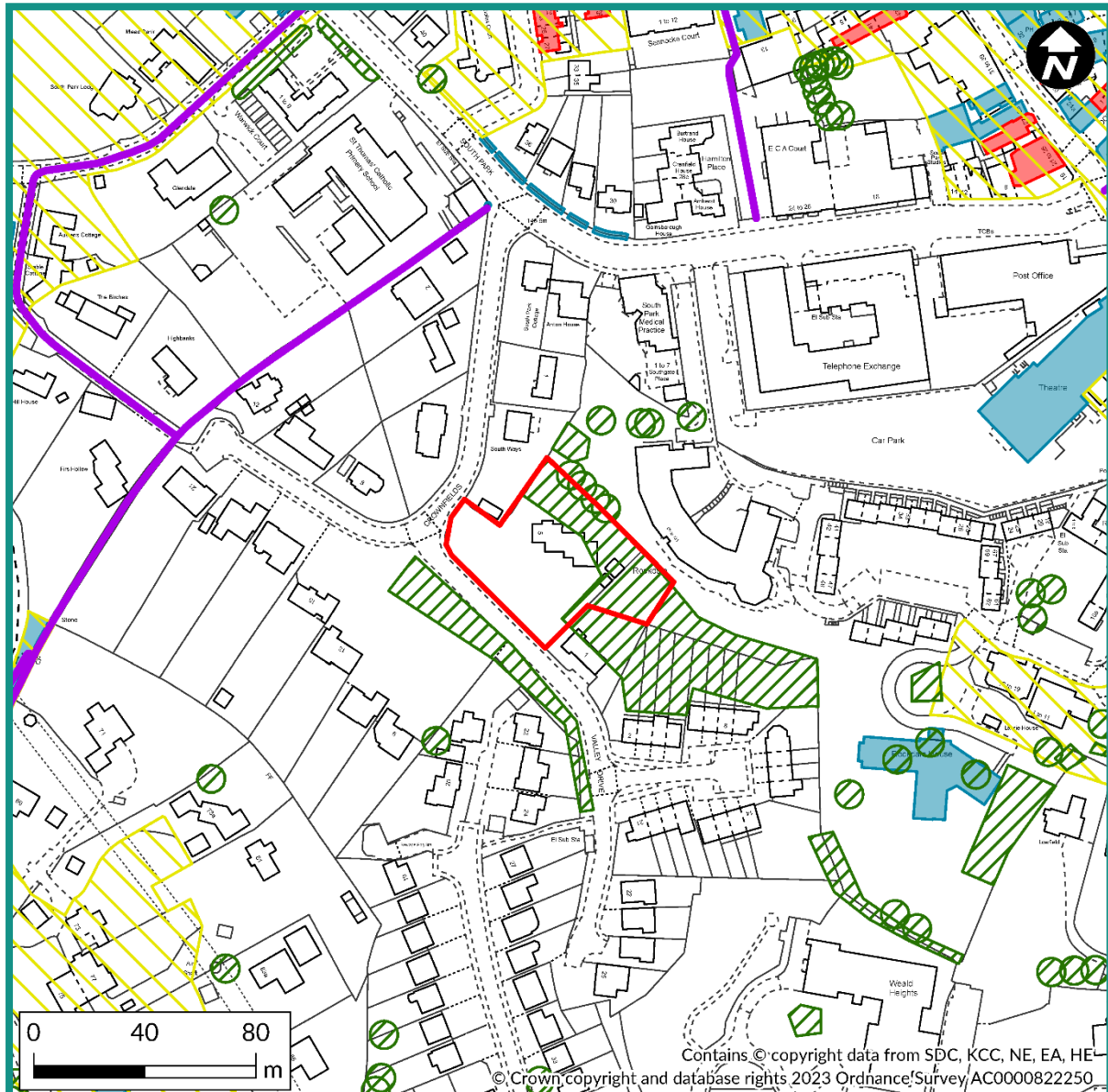
Active frontage: The front of buildings have openings onto public space to generate activity and engagement between the building interior and the space outside, particularly entrances.

Natural surveillance: When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

Active travel routes: Route designed specifically for walking, wheeling and cycling.

Sevenoaks Urban Area

PINETOPS, 5 CROWNFIELDS



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

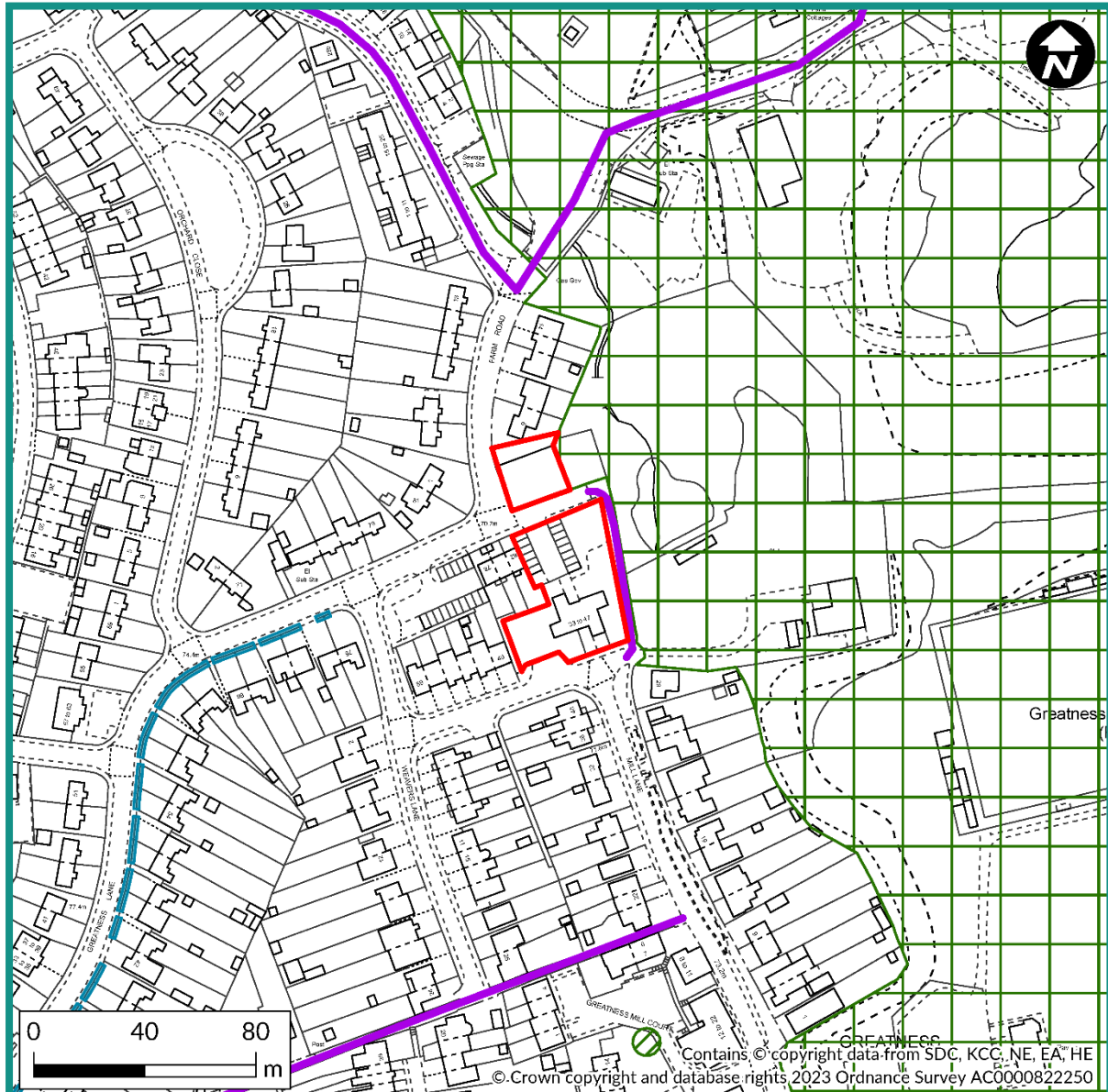
Reference	HO1
Address	Pinetops, 5 Crownfields, Sevenoaks
Site Description	Two existing residential properties and rear gardens
Site Area	0.28 Ha
Proposed Use	Residential
Proposed Capacity	20 units - 75 DPH
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Safeguarding Places for Wildlife and Nature (BW1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local Public Rights of Way improvements

Design Requirements

Context	
Topography	<ul style="list-style-type: none"> • The site lies on a hill which slopes towards the south-west providing panoramic views towards the south. • Proposals should be designed to work with the topography and minimise the need for carbon-intensive excavation. • Development should be designed to capitalise on southerly views.
Identity	
Local Character	<ul style="list-style-type: none"> • Proposals should retain the mature trees and hedging along the boundaries which contribute to the character of the road. • The building in the immediate locality have a varied character and individual appearance which the development should respond to. • The Sevenoaks Residential Character Area Assessment must be used to guide the character of the development.
Homes and Buildings	
Privacy and Amenity	<ul style="list-style-type: none"> • Any development should not compromise the southerly views for existing properties to the north or east.

Sevenoaks Urban Area

ABACUS FURNITURE



Legend:

- | | |
|--|---|
|  Site Boundary |  Tree Preservation Order |
|  Listed Building |  Flood Zone 2 |
|  Conservation Area |  Flood Zone 3 |
|  Locally Listed Asset |  Metropolitan Green Belt |
|  Ancient Woodland |  Public Right Of Way |
|  Area of Outstanding Natural Beauty | |

Site Overview

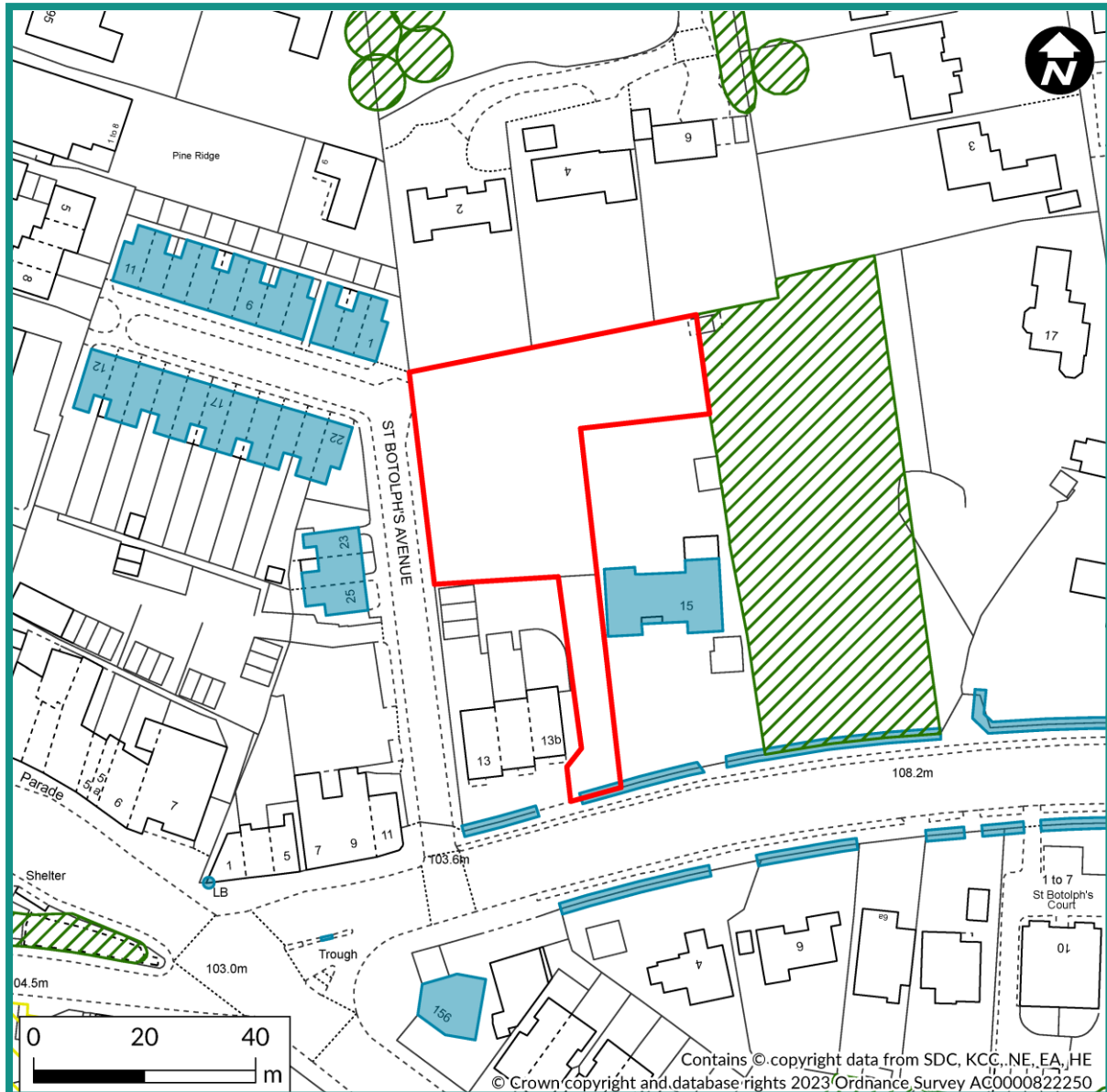
Reference	HO2
Address	Abacus Furniture Farm Road Garages Greatness Lane Flats Mill Lane, TN14 5BQ
Site Description	Industrial unit, garages and four-storey flats
Site Area	0.22 Ha
Proposed Use	Mixed Use – Residential + Employment
Promoted Capacity	10 units - 45 dph
Delivery Timeframe	6-10 Years – Available now
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Retaining and Optimising Existing Employment Land (EMP3) • Sustainable Movement (T2)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRow improvements

Design Requirements

Context	
Area Type	<ul style="list-style-type: none"> • To support policy EMP3, retaining and optimising existing employment use, development should deliver a mixed use scheme retaining employment use on the northern parcel. The southern portion of land is deemed large enough to accommodate the promoted quantity of residential units. • There is currently an outline planning application with resolution to grant (subject to Section 106 agreement) for approximately 900 homes plus new local services within the current Sevenoaks Quarry site. If granted, the development will change the context of this site to the north and east, bring a number of new local services within close proximity and further footfall and traffic past the site along Greatness Lane and Mill Lane. Development on this site must consider the long term context as a result of the potential Sevenoaks Quarry development.
Identity	
Local Character	<ul style="list-style-type: none"> • A building matching the footprint of the existing industrial unit on the northern site, currently housing Abacus Furniture, appears on maps dating back to the late 19th century. The U-shaped footprint

	<p>matches a building likely to have formed part of the historic mill and farm workings at Greatness. The surviving rag-stone wall forming the base of the current building reflects a local vernacular material and contributes to the local character along the road. Retaining the long-standing stone wall and upgrading the building for re-use is encouraged to strengthen the sense of place.</p>
<p>Built Form</p>	
<p>Building Line</p>	<ul style="list-style-type: none"> The existing 4-storey building on the southern portion of the site does not have a positive relationship with the street or surrounding green space. The proposal within the southern parcel should create a stronger building line which reflects the surrounding context, enhances the streetscape.
<p>Movement</p>	
<p>Active Travel Routes</p>	<ul style="list-style-type: none"> A Public Right of Way runs along the eastern edge of the site. This is currently enclosed by high fencing and vegetation and lacks passive surveillance. The proposal should improve the quality of this PRoW by introducing passive surveillance and reducing the enclosure along the route.

LAND TO THE REAR OF BOWERWOOD HOUSE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO3
Address	Land to the rear of Bowerwood House, 15 St Botolphs Road, Sevenoaks
Site Description	Rear garden land for Bowerwood House and access to the side of 13b St Botolphs Road.
Site Area	0.19 ha
Proposed Use	Residential
Proposed Capacity	14 units, 84 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Protecting and Enhancing the Historic Environment (HEN1 + HEN2) • Safeguarding Places for Wildlife and Nature (BW1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRoW improvements

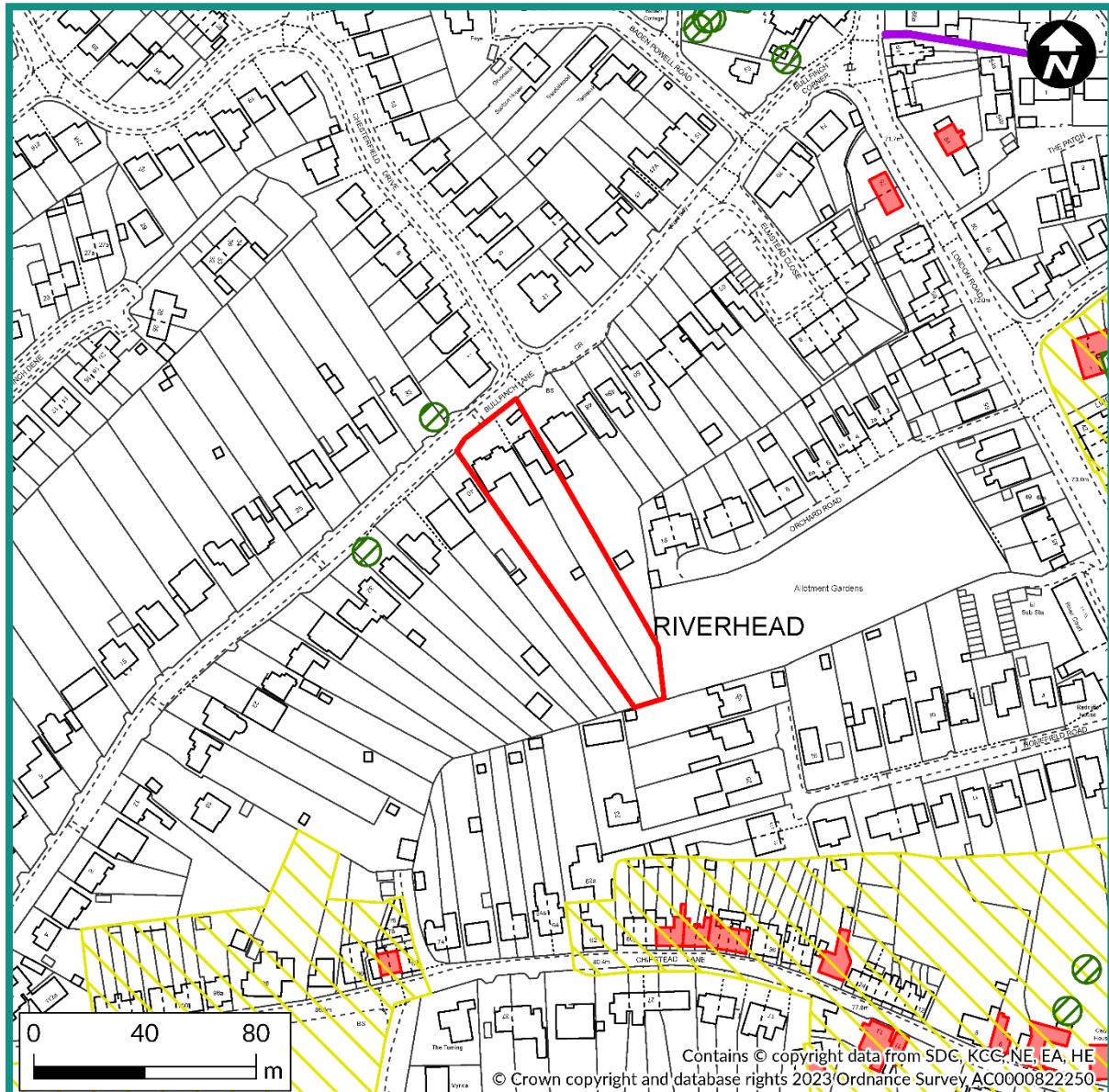
Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • The site interacts with three locally listed assets; Bowerwood House, the terrace houses on St Botolphs Avenue designed by Sir Raymond Unwin and the iron railing along St Botolphs Road. These are considered of local architectural and historic interest and make a significant contribution to the character and appearance of the area. • The design should take cues from the scale, grain and character of the local heritage to strengthen the sense of place and local distinctiveness. • The development should take cues from the expressive roof forms within the immediate locality which contribute to the local character. • The Sevenoaks Residential Character Area Assessment should be referred to for further guidance on the surrounding residential character.

Built Form	
Building Types and Heights	<ul style="list-style-type: none"> • Built forms should reflect the local character and efficiently utilise the land, such as through low-rise flats with a fine grain or terraced housing. • The building heights should follow the change in topography across the site. On the higher (northern) areas of the site, built forms should be up to 3-storeys. Up to 3.5-storeys can be delivered on the lowest (southern) area of the site.
Movement	
Access	<ul style="list-style-type: none"> • The proposed access road is narrow and steep therefore the developer of the site should undertake early investigations into the suitability of the access for the scale of development. • The proposed access route is also likely to require the removal of existing on-street parking spaces on St. Botolphs Road, including the disabled parking space located closest to the site entrance.
Parking	<ul style="list-style-type: none"> • Due to the sustainable location and constrained site access, a reduced parking ratio would be encouraged and accepted.
Homes and Buildings	
Privacy and Amenity	<ul style="list-style-type: none"> • The proposal should offer an area of meaningful shared amenity space which will encourage social interaction between the residents and aim to create a sense of community. • An area of private amenity should be provided for all units, via ground floor space, balconies or roof terraces.
Nature	
Trees	<ul style="list-style-type: none"> • The proposal should be designed to maintain as many of the existing trees as possible. The proposal should not result in a net loss of trees on the site and trees should be reinstated wherever possible.

Sevenoaks Urban Area

42-44 BULLFINCH LANE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

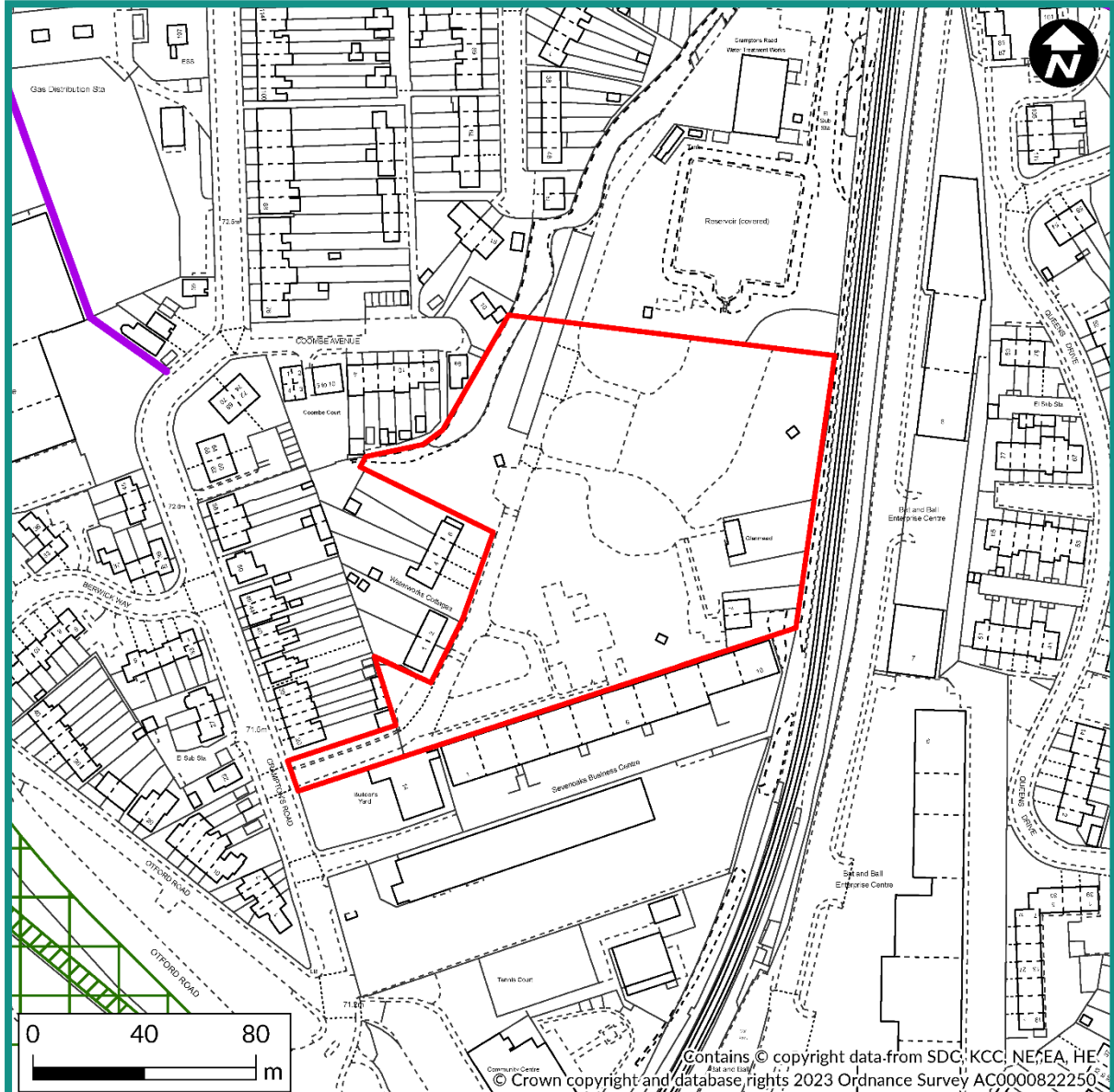
Reference	HO4
Address	42-44 Bullfinch Lane, Riverhead
Site Description	Two residential dwellings plus rear gardens
Site Area	0.26 ha
Proposed Use	Residential
Proposed Capacity	5 units , 19 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> Housing – smaller sites (H6)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> Additional GP capacity New 3 form entry primary school Local PRow improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> The strong building line along Bullfinch Lane contributes to the local character of the street and should be retained. Existing trees and vegetation along the boundary between the site and Bullfinch Lane contributes to the enclosed verdant character of the road and should be maintained. The design of the development should capitalise on easterly views over the allotments. The Sevenoaks Residential Character Area Assessment should be used for guidance on the local character.
Built Form	
Building Types and Heights	<ul style="list-style-type: none"> Due to the narrow and back-land nature of the site compact mews house, short terraces or maisonettes should be adopted to efficiently utilise the land. Building heights should be between 2 to 2.5-storeys. The built forms should be carefully placed to minimise negative effects on views and overshadowing for surrounding properties.
Movement	
Access	<ul style="list-style-type: none"> Vehicle and pedestrian access can be provided via Bullfinch Lane.

Parking	<ul style="list-style-type: none"> • Due to the sustainable location and constrained site, a maximum of 1 parking space per dwelling should be provided. Mews houses with under-croft parking are encouraged to remove cars from frontages. Bike storage should be well located and integrated into the design to encourage active travel.
Active Travel Routes	<ul style="list-style-type: none"> • Providing pedestrian access to south of the site from Orchard Road is encouraged to provide efficient walking routes to Riverhead Village centre.
Homes and Buildings	
Privacy and Amenity	<ul style="list-style-type: none"> • Ensure any new development does not comprise the amenity space of existing properties to the West and South. • Due to narrow nature of site, dwellings should meet but not exceed nationally described space standards.
Nature	
Green Infrastructure	<ul style="list-style-type: none"> • The residential rear gardens and allotments collectively form a large area of valuable natural environment. Any development should aim to retain as much green infrastructure as possible such as via green roofs, green walls, minimal hard standing to ensure the natural environment is protected.

LAND AT CRAMPTONS ROAD



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO5
Address	Cramptons Road Waterworks, Cramptons Road, Sevenoaks
Site Description	Land to the west of Cramptons Road forms part of a wider South East Water operational site which is no longer required, comprising hardstanding, grassland and three residential properties
Site Area	1.73 Ha
Proposed Use	Residential
Promoted Capacity	50 units , 29 dph
Potential Capacity	circa. 130 - 173 units , 75 - 100 dph
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Housing for older people (H4) – site may be suitable for older persons accommodation • Open Space provision (OS1) • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRoW improvements

Development Vision

An exemplar landscape-led residential development which responds to the existing natural features on the site, the industrial and residential character within the surrounding context. The site is located in a very sustainable location and should be offering an optimum density.

The proposal should provide a 'focal point' green space which will promote health and wellbeing, social cohesion, biodiversity and create a sense of place.

Considering the sites connections to public transport and local services the proposal should strongly focus on encouraging active travel and minimising the need for private car use by providing high quality pedestrian and cycle routes, car clubs and minimising the impact of vehicles on the development,

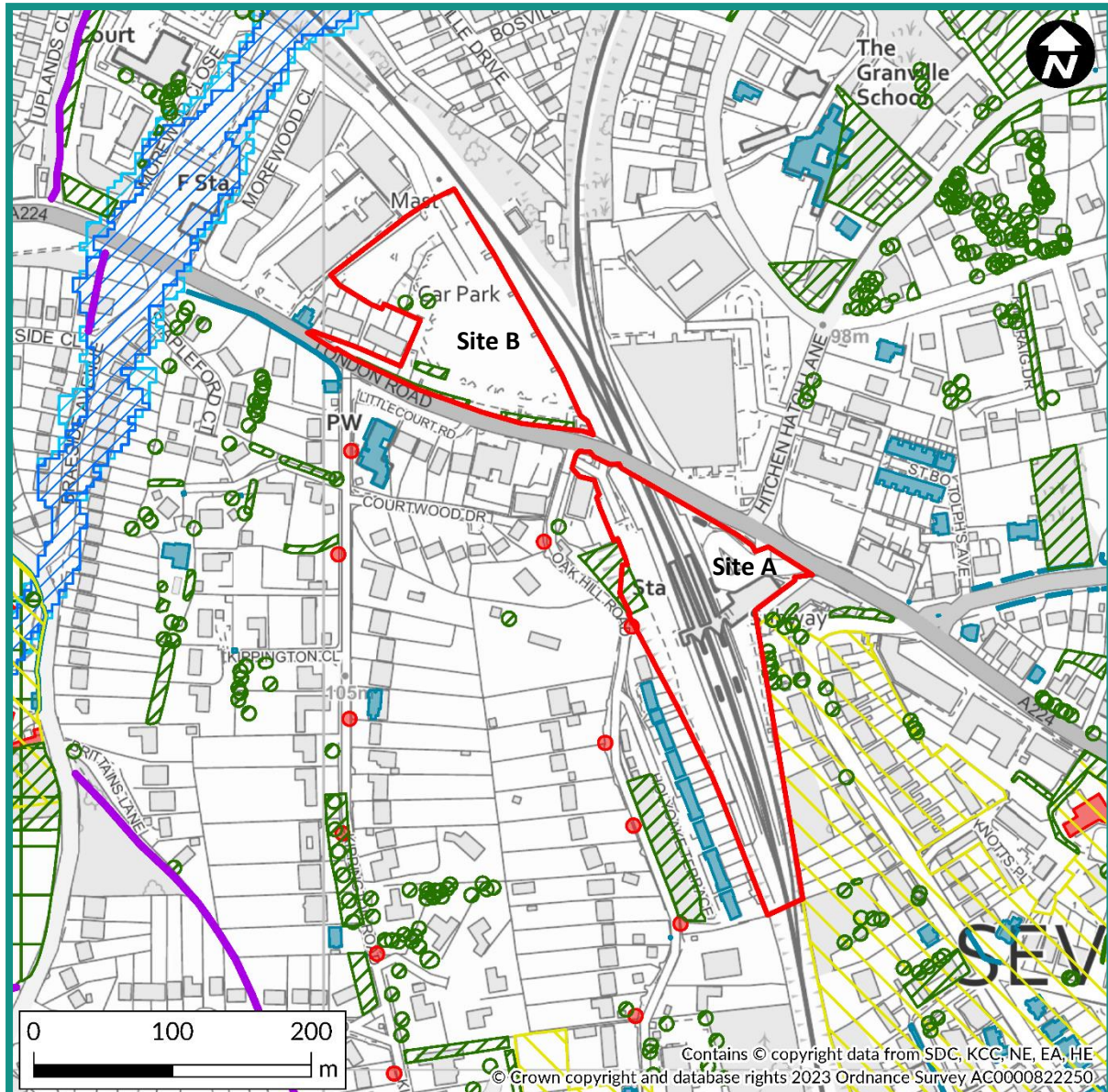
Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> Creating a distinctive identity and sense of place is a priority to ensure the development positively influences the wider area and sets a tone for high quality and sustainable design. The Sevenoaks Residential Character Area Assessment should be referred to for further guidance on the surrounding residential character.
Views	<ul style="list-style-type: none"> The development should be designed to positively address key views of the site including from Cramptons Road and when travelling by rail. The design should aim to capitalise on views of the hilly landscape to the north.
Appearance	<ul style="list-style-type: none"> The materials and detailing should be sustainable, durable and reflect both the industrial and residential context.
Built Form	
Building Types and Heights	<ul style="list-style-type: none"> The built forms should respond appropriately to the varying built character at each edge of the site, such as adopting 2-3 three storey terraces or mews housing towards the west and moving to higher density 4-5 storey flats towards the east of the site.
Frontage	<ul style="list-style-type: none"> The design should deliver frontages and overlooking onto open green space.
Uses	
Tenures	<ul style="list-style-type: none"> The housing tenures should be mixed and suited to delivering higher densities on the site, for example Build to Rent, walk-up apartments or co-housing as well as market sale.
Mix	<ul style="list-style-type: none"> Due to proximity to local services, the site would be suitable for older persons housing.
Movement	
Access	<ul style="list-style-type: none"> Access can only be provided from Cramptons Road. Retain access to Cramptons Road Waterworks

Parking	<ul style="list-style-type: none"> • Parking should be discreetly integrated to ensure cars do not dominate streetscapes or public realm. Perimeter parking, rear parking courts, integrated garages and screened parking areas are encouraged to deliver this. • Due to the proximity to local services and public transport, a maximum of 0.7 spaces per unit should be adopted. A car sharing club scheme should be integrated to further encourage sustainable travel.
Active Travel Routes	<ul style="list-style-type: none"> • To encourage active travel, street design should focus on providing a positive environment for pedestrians and cyclists, incorporate generous path widths, street trees, regular landscaping and car-free areas wherever possible.
Services and Utilities	<ul style="list-style-type: none"> • Ensure early stage ground investigation are carried out to understand below ground constraints as a result of the sites previous industrial use.
Nature	
Landscaping	<ul style="list-style-type: none"> • Deliver a landscape-led development that is informed by the existing qualities of the landscape, retaining as many of the existing trees as possible, respecting and enhancing the biodiversity of the site and maximising views out to the countryside beyond.

Sevenoaks Urban Area

SEVENOAKS STATION AND CAR PARK



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	MX1
Address	Sevenoaks Station Car Park, Morewood Close, Sevenoaks, TN13 2HU and Sevenoaks Station, Morewood Close, Sevenoaks
Site Description	Sevenoaks station and forecourt. The surface car park to the west of the station. The northern surface car park to the north west of the station. Identified as sites A and B within the Development Strategy of Plan 2040 (page 59)
Site Area	Total: 3.69 Ha Site A (station): 2.33 Ha Site B (car park) : 1.36 Ha
Promoted Use	Mixed use - residential, retail, community and car parking
Promoted Residential Capacity	184 units
Potential Residential Capacity	Site A : <ul style="list-style-type: none"> • 196 residential apartments Site B : <ul style="list-style-type: none"> • 224 residential apartments
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Sustainable Movement and Movement Network (T1 and T2) – prioritising public transport and active travel • Town and Local Centres (TLC1) and Sevenoaks Town Centre (SEV1) – ensuring proposals respond to Neighbourhood Plan priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Housing for older people (H4) – site may be suitable for older persons accommodation
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local Public Rights of Way (PRoW) improvements
Site Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Improvements to the station forecourt and public realm to provide better access and improved safety for pedestrians and cyclists

Development Vision

The Sevenoaks station sites are integral areas within the town and will often be the first experience for visitors to Sevenoaks. The sites require a strong and aspirational approach which creates a development that makes a positive contribution to the lives of our residents and visitors as well as new sense of arrival at this location.

The sites should be integrated into the wider function and character of the town centre and surrounding area and be complementary both in terms of activity and purpose. The development must not compete with the High Street but at the same time establish a clear and attractive identity of its own.

This development will positively respond to the unique context of the site sitting harmoniously with the historic and landscape character and function of the heritage rich town centre.

Design Requirements

Context	
	<ul style="list-style-type: none"> The sites are key to the arrival by rail into Sevenoaks. The location of this site has excellent transport links to central London and across Kent and is a 750m walk from the historic town centre of Sevenoaks. The wider area is residential but immediately adjacent sites offer retail, office and car parking. Development on these sites will need to understand the context and the opportunities that this gives but also recognize the constraints of the sites. It is expected both will have unique but complementary characters which will enhance their surroundings. Both developments will be carefully designed and sited and integrate into the wider surroundings, physically, socially and visually.
Identity	
	<ul style="list-style-type: none"> The new developments must have a clear identity and vision. It will be attractive and distinctive and with a positive and coherent identity. This identity would need to reflect the vision for the sites and feed into the wider activities and functions of the town. The proposals will demonstrate how they will create a sense of ownership amongst all users contributing towards health and well-being, inclusion and cohesion.
Built Form	
	<ul style="list-style-type: none"> The arrangement of blocks, streets, buildings and open spaces will have a coherent pattern of development. Due to the location and significance of this development for Sevenoaks, it is likely that the development could become a landmark within the area. The development will need to create a positive contribution to views and sightlines (especially from the arrival into the train station, views from Kent Downs' ridge, approach from key roads etc). The composition and how the buildings meet the ground will also be important especially to balance the different uses across the site.

Movement	
	<ul style="list-style-type: none"> The development must allow for safe, direct movement and be accessible for all. The station acts as an interchange between other modes of transport; buses, taxis, cars and cycles as well as pedestrians. The development will also provide exemplar public realm and is expected that the balance between movement and place has been addressed. Key routes into and through the development must be considered so that the sense of place, safety and ownership is reinforced. The changing technology of transport needs to be considered and innovative approaches to create a mobility hub are encouraged.
Nature	
	<ul style="list-style-type: none"> Attractive open spaces need to be created to include usable high quality public and private spaces that support a sense of place and wellbeing. A key characteristic of this site is its siting to the wider character of the AONB. Nature based solutions should be integrated and be related to green and blue infrastructure to create a development that is resilient and responds to the councils emerging net zero policies and climate change adaption and mitigation.
Public Spaces	
	<ul style="list-style-type: none"> The public spaces must be safe, secure and attractive for all. A central core that provides a space for flexible outdoor activities related to culture (open-air cinema/theatre) or economy (markets etc.) should be explored and informed by the identified users.
Uses	
	<ul style="list-style-type: none"> The development must identify the profile of the key users of the station (commuters, recreational users, tourists) and usage patterns as well as potential new residents and other users. The positive experience that everyone has should be maximised and this should include the existing communities where it would be able to support the principle of 10 minutes towns. In terms of residential uses the development should create a sustainable community that flourishes and integrates into the surrounding town. It is anticipated that this would include a variety of tenures. The changing nature of the home working environment should be considered and the opportunity to meet the needs of flexible office space, potentially maximizing the opportunities of Sevenoaks' situation, adjacent to the M25
Homes and Buildings	
	<ul style="list-style-type: none"> Good quality internal and external environments that consider well-being and health are expected. Services and operational elements should be designed to be integrated and unobtrusive. The internal space must not compromise on the access, privacy, daylight and external amenity space.

Resources	
	<ul style="list-style-type: none"> It is important that this scheme sets a precedent for sustainable design and construction in the district. The development should incorporate measures to ensure the operational and embodied carbon are minimised in all aspects of the scheme.
Lifespan	
	<ul style="list-style-type: none"> The long term management of the schemes must be considered as part of the design process. The scheme must show that it is resilient to future changes in the environment and lifestyles.

Site Capacity Study

As outlined within the Development Strategy in the emerging Plan 2040, the Council recognises the significant development potential of land at and surrounding Sevenoaks Railway Station. Development around the station supports the Council's wider objective to make the best and most efficient use of brownfield land in existing settlements.

In order to ensure development at such a sensitive and sustainable location is optimised and at the same time protecting the valued characteristics of the area, the Council have undertaken a rigorous massing study on these sites to investigate potential capacity whilst also taking the opportunity to deliver much needed improvements to the access and layout.

The proposals are indicative and demonstrate how an increased density could be accommodated considering the wider constraints of the area including the surrounding landscape and Areas of Outstanding Natural Beauty, surrounding conservation areas and existing development. Fundamental considerations are;

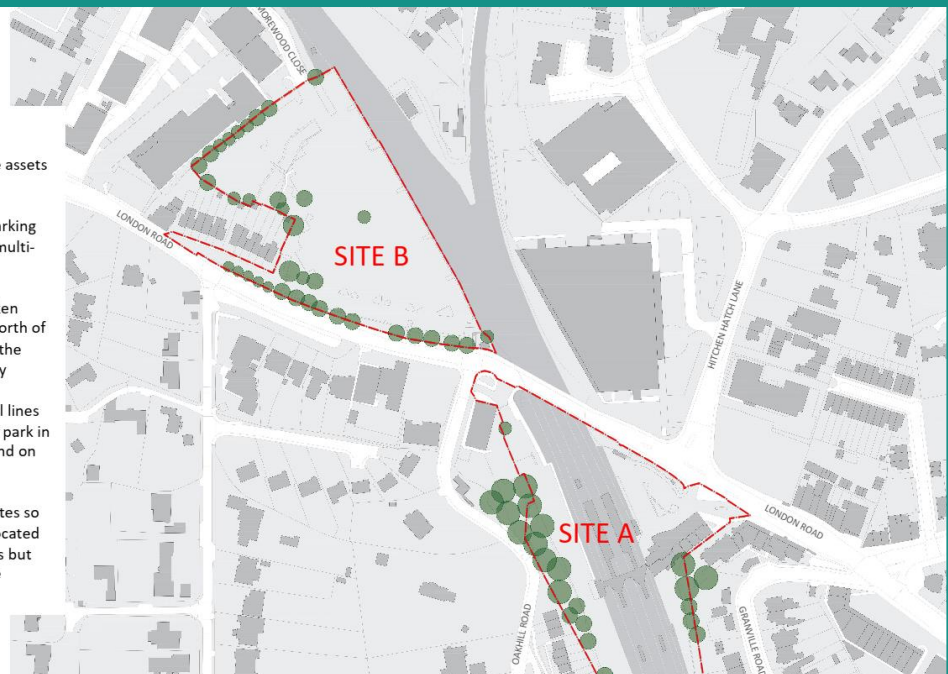
- Views; both local and far-reaching
- Dispersal of the mass on the site
- Access and movement into/out of the station
- Improvements to the spatial qualities of the public space

Indicative Site Strategy

EXISTING SITE

Response to site

- Retain existing trees as positive assets for the development
- Relocate existing surface car parking on Site B re-provided within a multi-storey car park (MSCP)
- Access to the car park to be taken from Morewood Close to the north of the site to minimise impact on the wider development opportunity
- Ensure that future access to rail lines is retained from the station car park in the western portion of Site A and on the eastern edge of Site B
- Work with the levels on both sites so that residential car parking is located in basements beneath buildings but without the need for expensive excavation



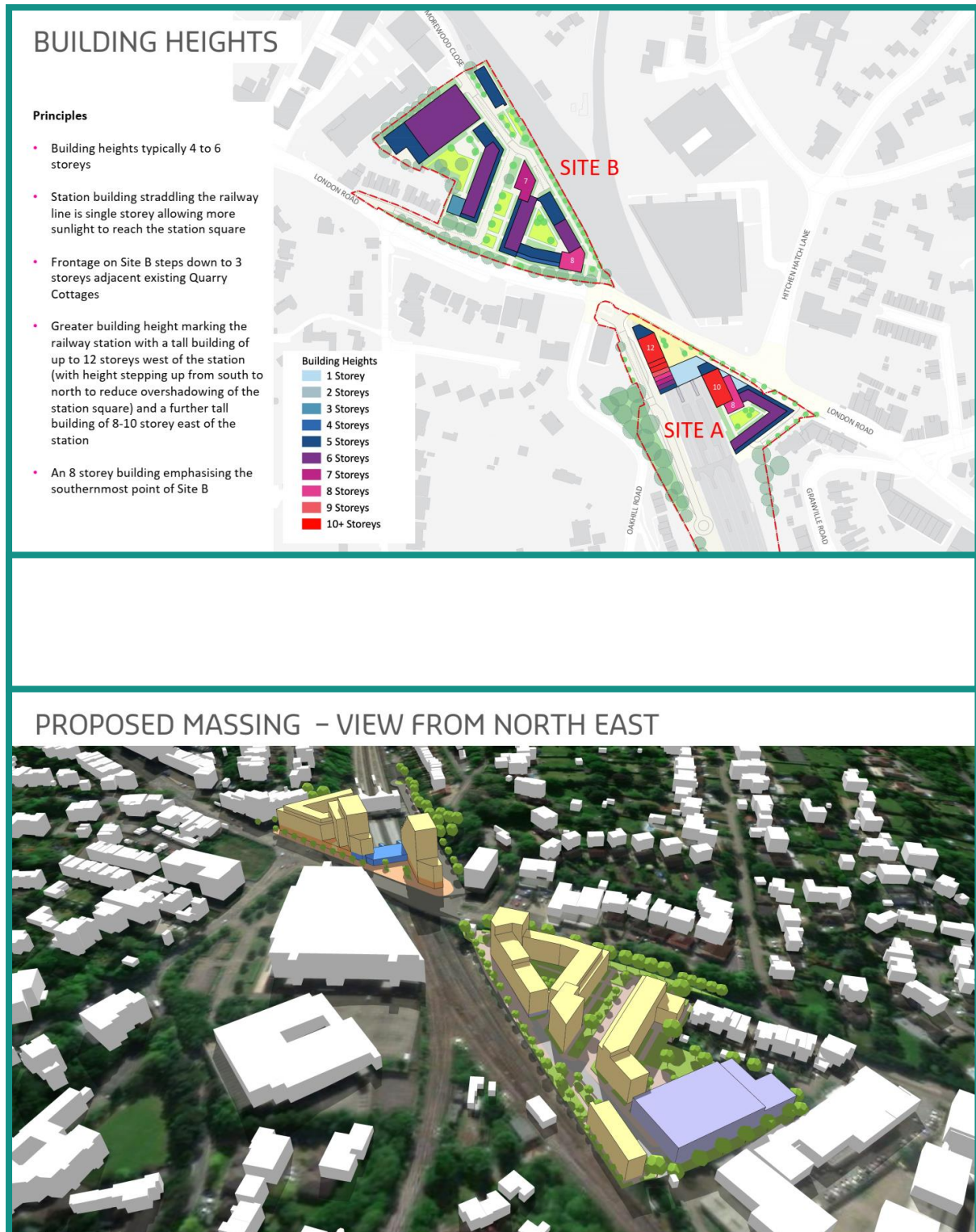
LAYOUT

Layout principles

- New station building straddles the rail line and provides a new public space at its entrance on London Road
- Buildings arranged to provide a positive frontage and interface with London Road
- Buildings laid out to positively interface and overlook a high-quality public realm and including a public space in the heart of Site B
- Drop off and pick up for passengers and taxis together with disabled car parking spaces and cycle parking to be located to the west of the station
- Public realm designed to be people focused and includes a pedestrian connection from the MSCP to the railway station
- Private residential courtyards provided in the centre of blocks



Indicative Building Heights and Massing



Existing and Proposed Views

VIEW FROM LONDON ROAD - EXISTING



VIEW FROM LONDON ROAD - POTENTIAL VISIBILITY



Existing and Proposed Views

VIEW FROM GRANVILLE ROAD (TOP) - EXISTING



VIEW FROM GRANVILLE ROAD (TOP) - POTENTIAL VISIBILITY



Existing and Proposed Views

VIEW FROM GRANVILLE ROAD (LOWER) - EXISTING



VIEW FROM GRANVILLE ROAD (LOWER) - POTENTIAL VISIBILITY



Existing and Proposed Views

VIEW FROM OAK HILL - EXISTING



VIEW FROM OAK HILL - POTENTIAL VISIBILITY



Existing and Proposed Views

VIEW FROM THE DRIVE - EXISTING



VIEW FROM THE DRIVE - POTENTIAL VISIBILITY



Existing and Proposed Views

VIEW WEST FROM LONDON ROAD - EXISTING



VIEW WEST FROM LONDON ROAD - VISIBILITY



Existing and Proposed Views

VIEW FROM MORANTS COURT ROAD - EXISTING



VIEW FROM MORANTS COURT ROAD - VISIBILITY



Existing and Proposed Views

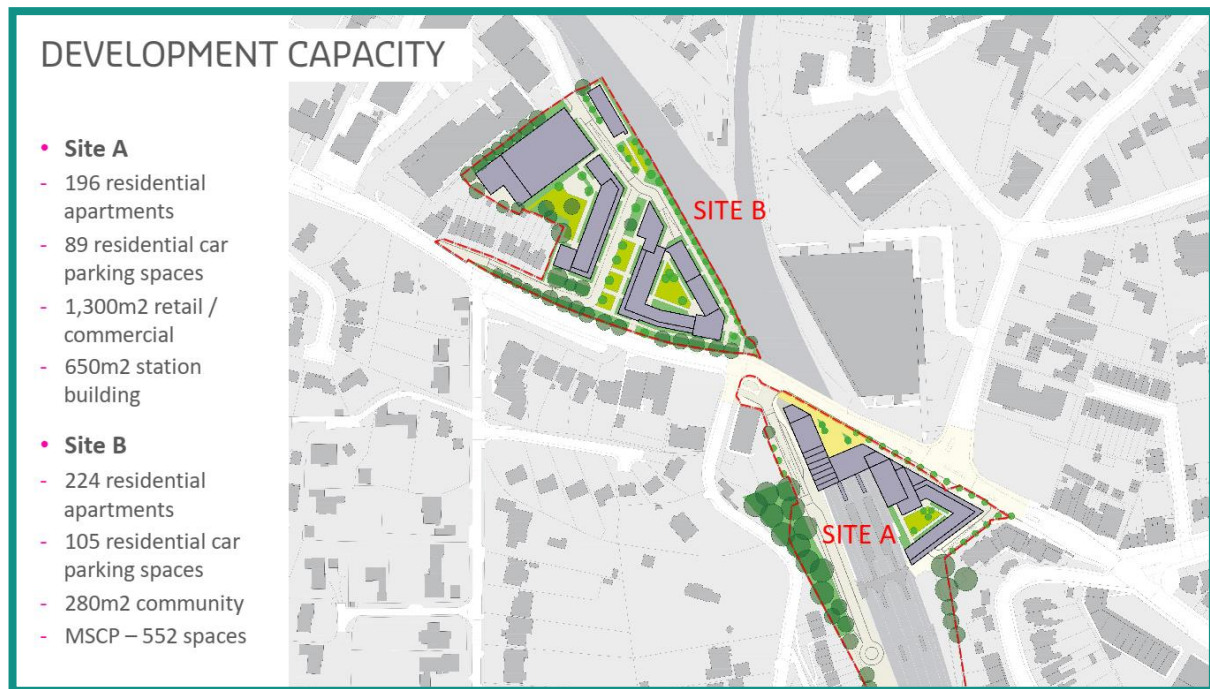
VIEW FROM STAR HILL - EXISTING



VIEW FROM STAR HILL - VISIBILITY

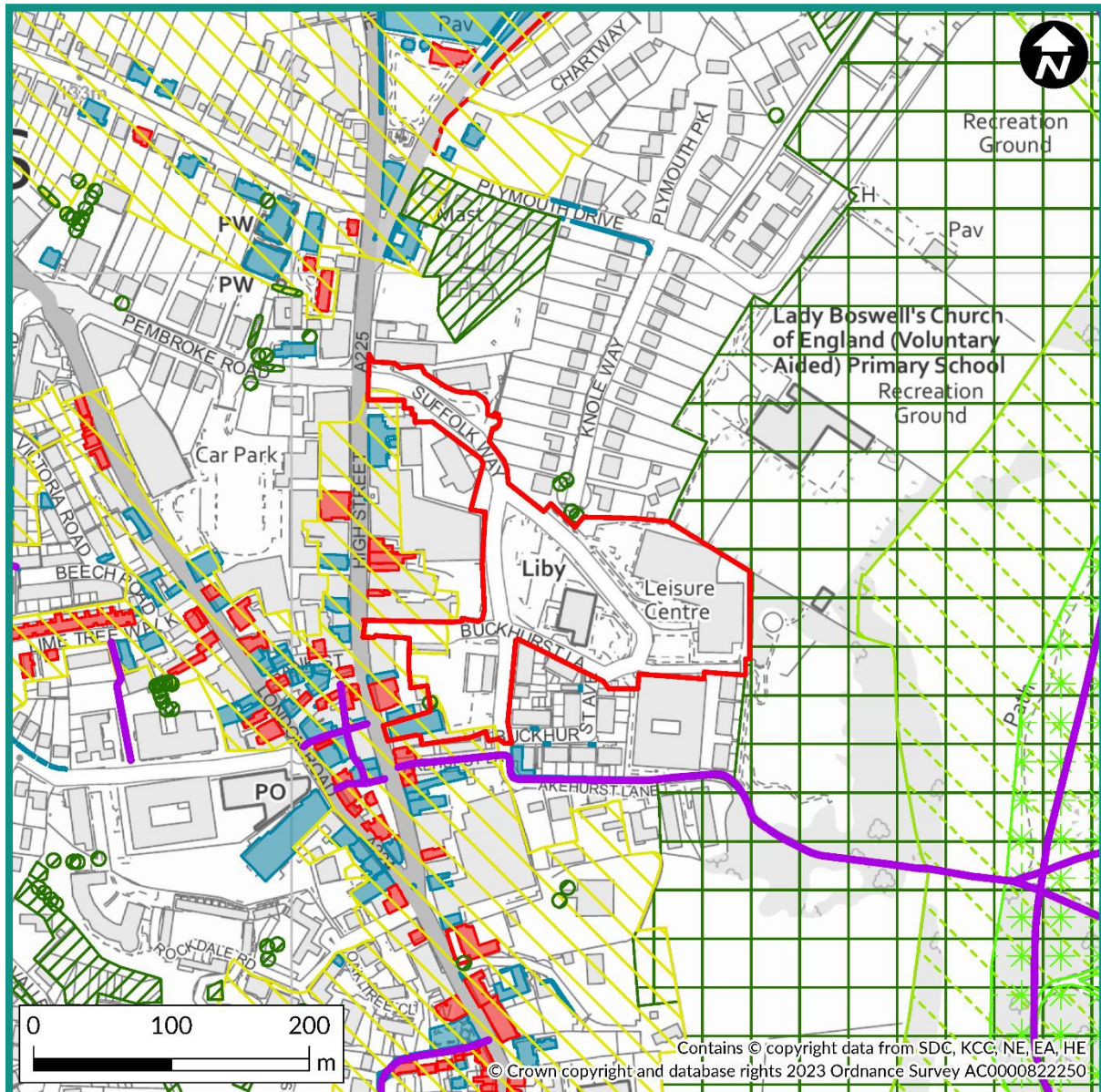


Potential Development Capacity



Sevenoaks Urban Area

LAND EAST OF HIGH STREET



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	MX2
Address	Land east of High Street, Sevenoaks
Site Description	<p>Site includes:</p> <ul style="list-style-type: none"> - Bus station, cafe and adjacent car park - Library and car park - Sackville House - Leisure Centre and car park - Other land associated with highways
Site Area	3.05 Ha
Proposed Use	Mixed Use – Residential, Specialist Housing, Retail, Employment (including Hotel), Leisure, Social and Community Infrastructure and Transport (bus station)
Promoted Residential Capacity	circa. 350 units (including specialist housing)
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Town and Local Centres (TLC1) and Sevenoaks Town Centre (SEV1) – ensuring proposals respond to Neighbourhood Plan priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location (40% AH) • Housing for older people (H4) – site may be suitable for older persons accommodation • Sports and Leisure facilities (SL1) / Retention of Community Uses (COM1) – retaining and improving sports and community facilities. • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRoW improvements

Development Vision

The redevelopment of this area should introduce a mix of uses which will extend activity from the high street, providing new homes and workspace as well as cultural and community uses. New buildings should be designed to sit harmoniously alongside the attractive historic High Street. It should create a sympathetic transition between Knole Park and the High Street including enhancing pedestrian connections. The development of this site should align with the Town Centre Strategy proposal and Sevenoaks Town Neighbourhood Plan.

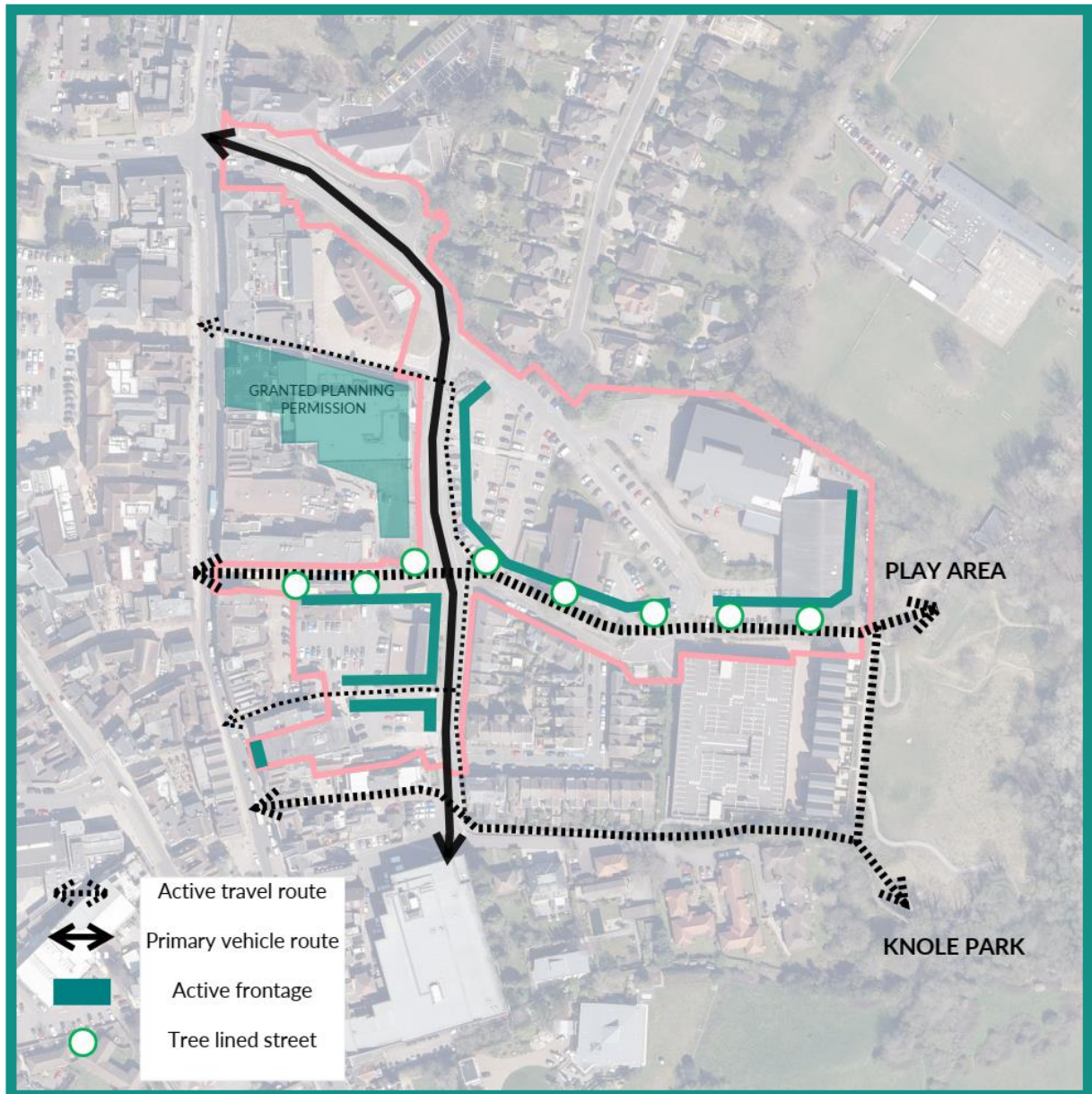
Design Requirements

Context	
Heritage:	<ul style="list-style-type: none"> • Where interacting with the Sevenoaks High Street Conservation Area, development should be designed to protect and enhance the conservation area ensuring key views are considered and preserved. • Retain non-designated heritage assets - 96 High Street is a locally listed asset and therefore a sensitive refurbishment should be delivered. • Development on the site should provide a sensitive transition between Knole Park, a Registered Park or Gardens, and the town centre.
Identity	
Local Character	<ul style="list-style-type: none"> • A development which complements the tight urban grain of the High Street. • Elevations should be designed to be well integrated with the rhythm of the surrounding existing buildings, specifically the High Street, the terraced housing to the south and new development at 136 High Street. • The historic routes and connections between Knole Park and the high street must be retained and this flow of movement incorporated into the proposals. • The opportunity to signpost the connection with Knole Park should be identified in the proposals.
Built Form	
Building Line	<ul style="list-style-type: none"> • Built forms should directly front primary streets to create strong building lines and streetscapes which reflect a town centre development.
Building Heights	<ul style="list-style-type: none"> • Building heights should sit sympathetically alongside the buildings surrounding the site boundary, such as the two-storey terraced housing on Buckhurst Avenue and the proposed six-storey development at 136 High Street.
Uses	
Mix	<ul style="list-style-type: none"> • Delivery of a mixed use scheme that contributes activity to the ground floors along key routes, both new and existing. • Development should consider how the existing uses on the site will be retained or relocated.

	<ul style="list-style-type: none"> • Provide an appropriate mix of housing which reflects local needs. See Targeted Review of Local Housing Needs Jan 2022.
Active Frontage	<ul style="list-style-type: none"> • Buildings should provide active frontage on primary streets, concealing servicing yards and parking to behind the built form. • The proposal should provide active frontage and natural surveillance towards Knole Environmental Play Area to the east of the site.
Nature	
Trees	<ul style="list-style-type: none"> • Regular street trees should be provided along primary routes between the High Street and Knole Park to improve the pedestrian experience along this route. Existing trees should be retained wherever possible.
Movement	
Access	<ul style="list-style-type: none"> • Access should be retained for servicing needs of the existing uses surrounding the site. • Vehicle routes for proposed uses should be rationalised to minimise impact of vehicles on the development.
Walking and Cycling	<ul style="list-style-type: none"> • Enhance pedestrian connections between the High Street and Knole Park through wide paths, direct sightlines and wayfinding features.

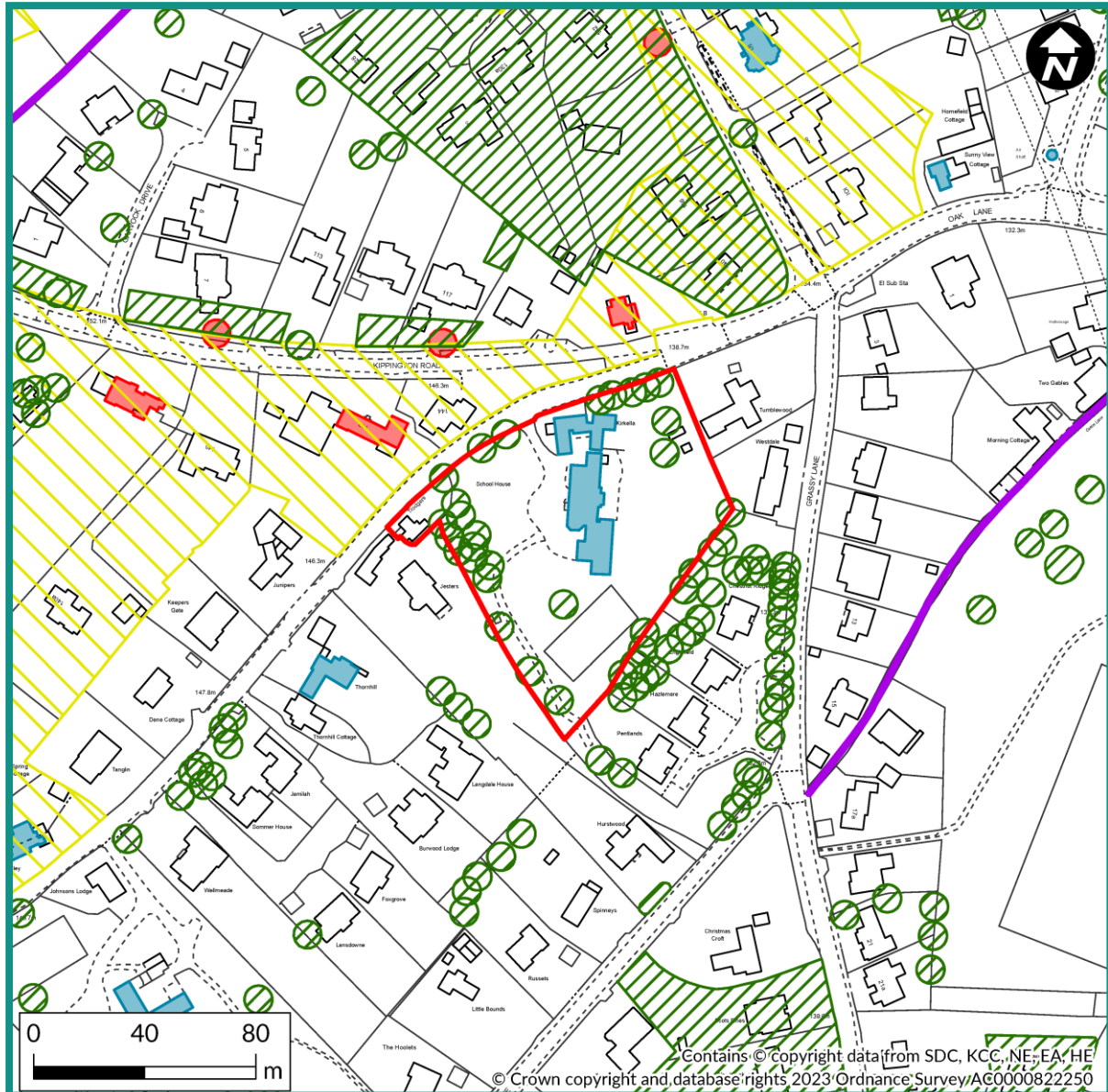
Framework Plan

Site plan showing primary routes (vehicle/pedestrian/cycling) and active frontages.



Sevenoaks Urban Area

SCHOOL HOUSE, OAK LANE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO6
Address	School House, Oak Lane & Hopgarden Lane, Sevenoaks
Site Description	The site include the existing school building and surrounding open space.
Site Area	1.41 Ha
Proposed Use	Residential
Proposed Capacity	56 units - 40 dph
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Protecting and Enhancing the Historic Environment (HEN1) • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Safeguarding Places for Wildlife and Nature (BW1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRow improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • The development should accommodate a conversion of the existing building into apartments 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.
Movement	
Access	<ul style="list-style-type: none"> • Access to the northern part of the site from Oak Lane is likely to require modification and visibility improvement.

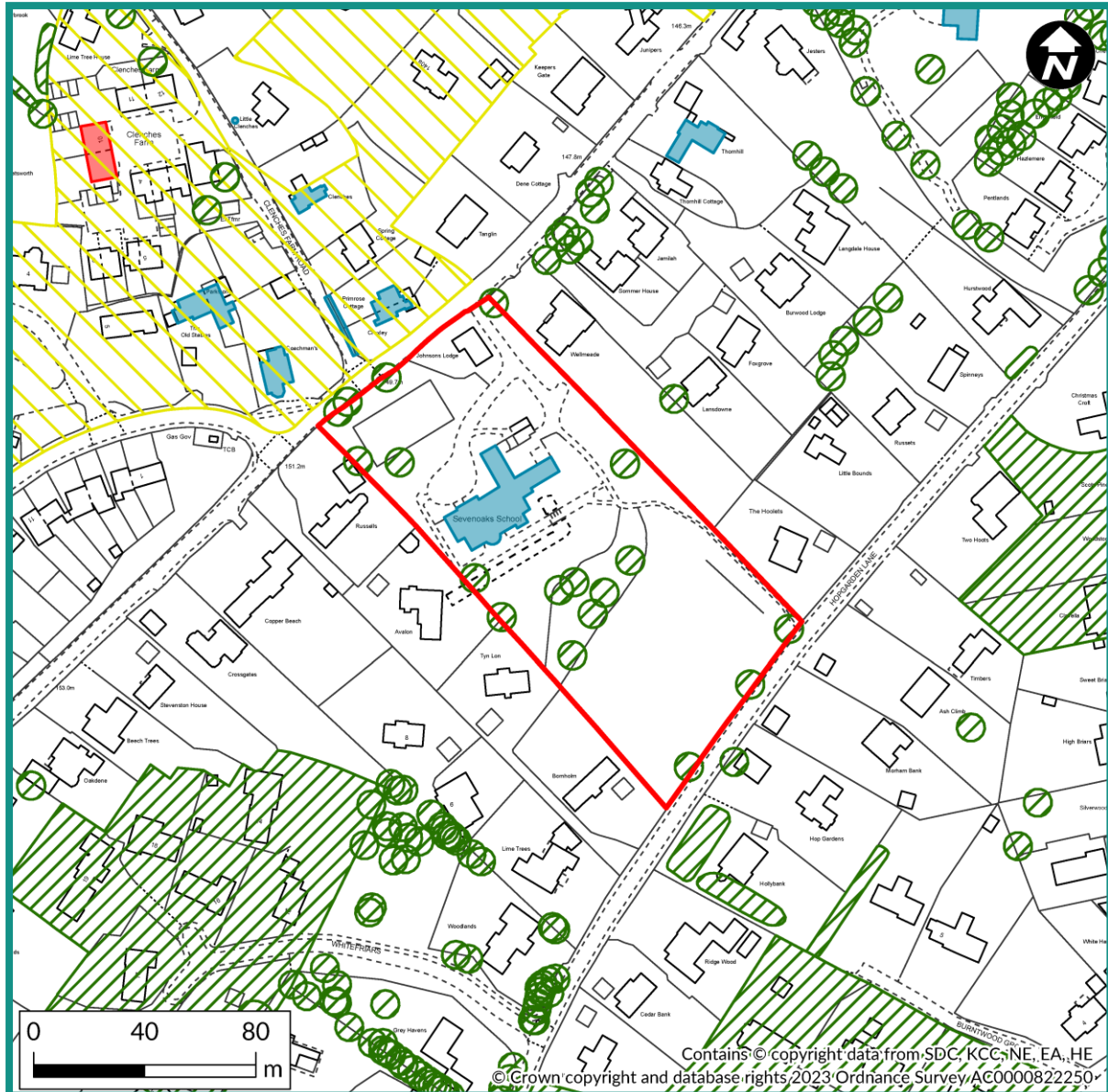
Nature

Trees

- 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.

Sevenoaks Urban Area

JOHNSONS, OAK LANE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

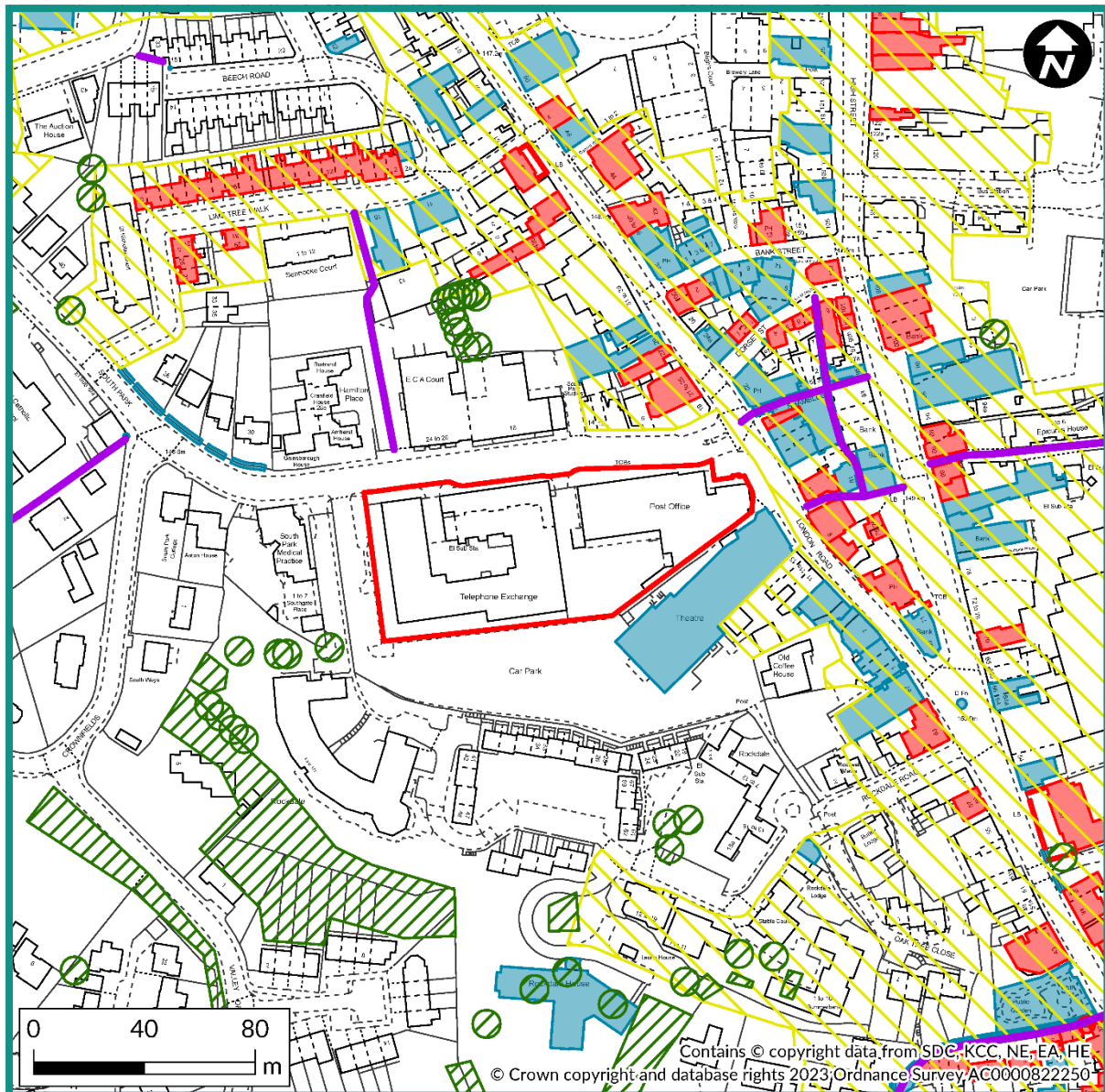
Reference	HO7
Address	Johnsons, Oak Lane & Hopparden Lane, Sevenoaks
Site Description	The site includes the existing school building and surrounding open space
Site Area	1.36 Ha
Proposed Use	Residential
Proposed Capacity	54 units - 40 dph
Delivery Timeframe	6-10 Years
Policy Priorities (as per emerging Plan 2040)	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Protecting and Enhancing the Historic Environment (HEN1) • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Safeguarding Places for Wildlife and Nature (BW1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRoW improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • 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. 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 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.

Movement	
Access	<ul style="list-style-type: none"> • 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.
Services and Utilities	<ul style="list-style-type: none"> • 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.
Nature	
Trees	<ul style="list-style-type: none"> • 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.

DELIVERY AND POST OFFICE/BT EXCHANGE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

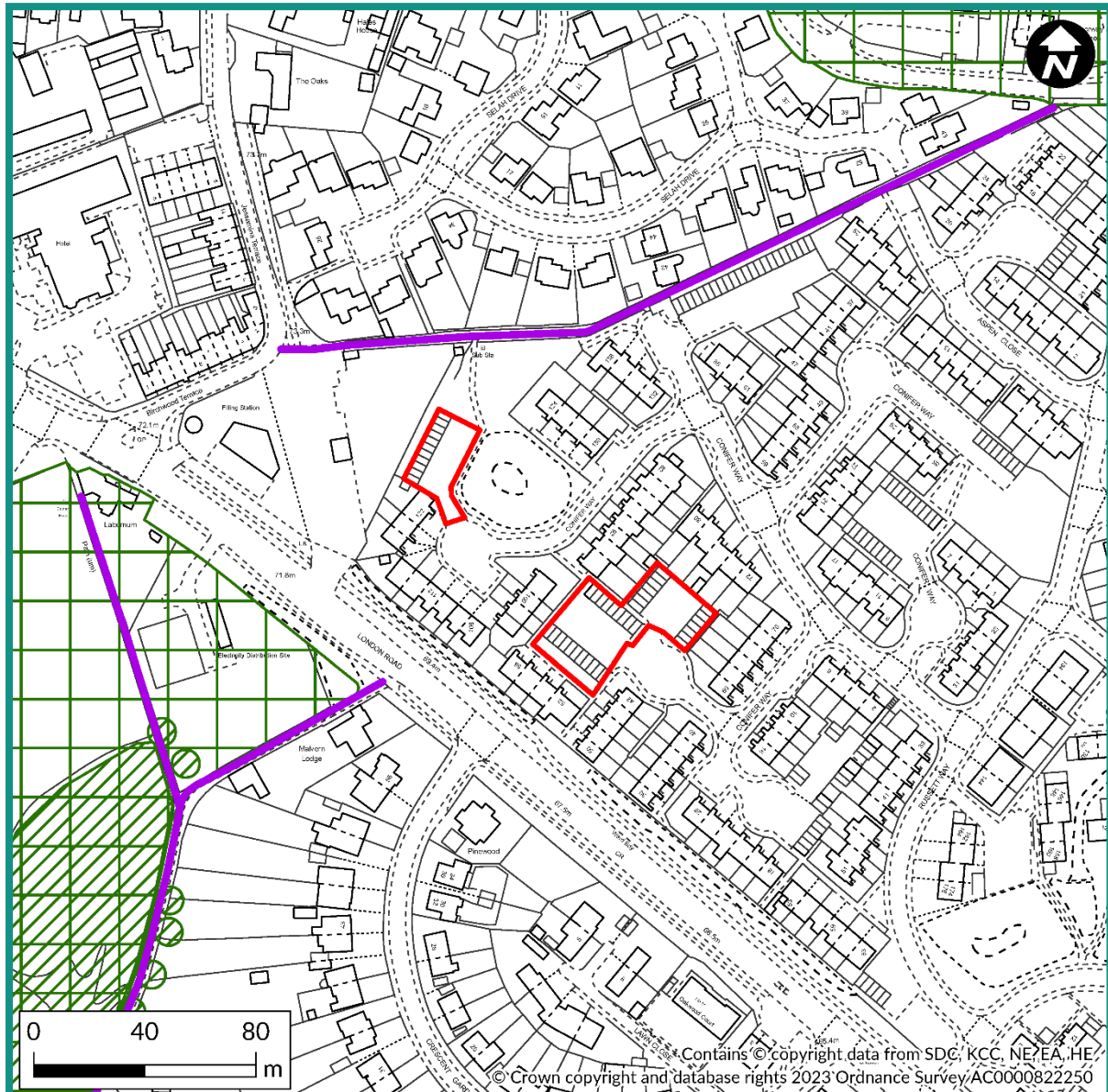
Reference	MX3
Address	Delivery & Post Office / BT Exchange, South Park, Sevenoaks
Site Description	Site includes existing two-storey post office building and three-storey telephone exchange building
Site Area	0.6 Ha
Proposed Use	Mixed use - Retail and residential
Proposed Capacity	100 units - 200 dph
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Town and Local Centres (TLC1) and Sevenoaks Town Centre (SEV1) – ensuring proposals respond to Neighbourhood Plan priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Retention of Community Uses (COM1) – retaining/replacing community facilities • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Housing for older people (H4) – site may be suitable for older persons accommodation
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • New 3 form entry primary school • Local PRow improvements

Design Requirements

Context	
	<p>The site forms part of the setting of the Sevenoaks High Street Conservation Area and the opportunity should be taken to re-develop the current building to a development of a suitable scale, form, materials and detailing which enhances the setting of the conservation area. If one element of the site is available for redevelopment in advance of the other, the development should be</p>

	designed in such a way so as not to preclude the future integration of development, or the operation of the existing functions.
Movement	
Access	<ul style="list-style-type: none"> • Servicing, parking and access arrangements will need careful consideration once the mix of uses is determined. • Development should improve pedestrian linkages to the town centre.
Uses	
	<ul style="list-style-type: none"> • Active retail/town centre uses should be incorporated at least on the ground floor on the South Park frontage of this scheme. Residential uses are likely to be in the form of apartments above the ground floor, duplexes or townhouses. • The retention of the Post Office counter facility in a prominent location in the town centre will be required.

GARAGES, CONIFER WAY



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

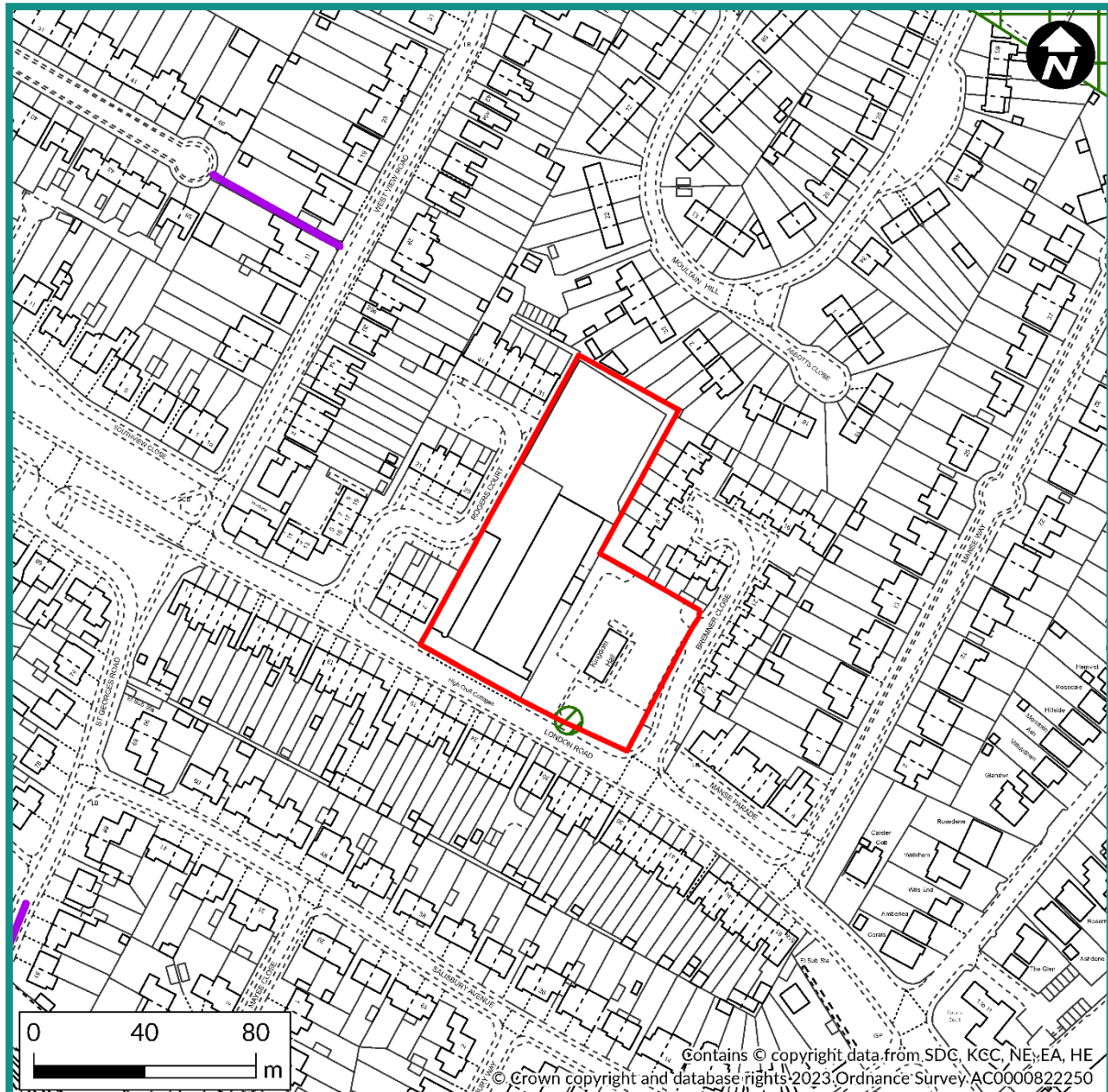
Reference	HO11
Address	Garages, Conifer Way, Swanley, BR8 7UE
Site Description	The site consists of two garage sites within a residential area. The garages are now not in significant use and unfit to meet modern car standards.
Site Area	0.19 Ha
Proposed Use	Residential
Proposed Capacity	8 units – 42 dph
Delivery Timeframe	6 - 10 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Vehicle Parking (T3) – Provision of an appropriate level of parking
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity, including new infrastructure for both general practice and other community-based healthcare services • Additional household waste and recycling capacity • Local PRoW improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • The character of the surrounding context is coherent and has a uniformity which development should positively respond to. Groups of terraces are arranged around cul-de-sacs with clustered parking areas. The orientation of frontages varies which creates some less successful areas of public realm e.g. frontages facing parking garages and rear gardens facing frontages. The development should improve this by creating a more consistent and coherent active frontages. • The buildings have pitched roofs, upper floor hung tiles or weatherboarding and projecting front porches with flat roofs. To sit harmoniously within the surroundings, the design of the development should relate to these characteristic with high quality, durable and sustainable materials.
Built Form	
Building Types	<ul style="list-style-type: none"> • The building types within the context are dominantly rows of 2-storey terraced houses. In order for the development to successfully fit into the context, a similar typology should be adopted.

	<ul style="list-style-type: none"> • Due to the variation in orientation of the terraces, it is important that the built forms are carefully arranged so not to adversely affect the privacy of the surrounding dwellings.
Movement	
Parking	<ul style="list-style-type: none"> • Any proposal should demonstrate how the loss of parking spaces for the existing residents has been considered.
Nature	
Trees	<ul style="list-style-type: none"> • The context surrounding the site is currently lacking street trees and the development should introduce trees and soft landscaping to frontages wherever possible to create a more attractive and healthy public realm.

BUS GARAGE, LONDON ROAD



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO12
Site Address	Bus Garage, Kingdom Hall, Swanley
Site Description	The site includes an industrial shed, temporary building for the Kingdom Hall of Jehovah's Witness and area of grassland
Site Area	0.74 Ha
Proposed Use	Residential
Proposed Capacity	30 units - 40 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Housing for older people (H4) – site may be suitable for older persons accommodation • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Employment Land (EMP3) regarding existing use
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity, including new infrastructure for both general practice and other community-based healthcare services • Additional household waste and recycling capacity • Local PRow improvements

Design Requirements

Built Form	
Building Line	<ul style="list-style-type: none"> • Development should front London Road, Rogers Court and Bremner Close and respect the well-established building lines in London Road.
Homes and Buildings	
Healthy Spaces	<ul style="list-style-type: none"> • 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. An air quality assessment is to be submitted as part of any planning application.

Uses

Housing Mix

- This site is 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.

Nature

Landscaping

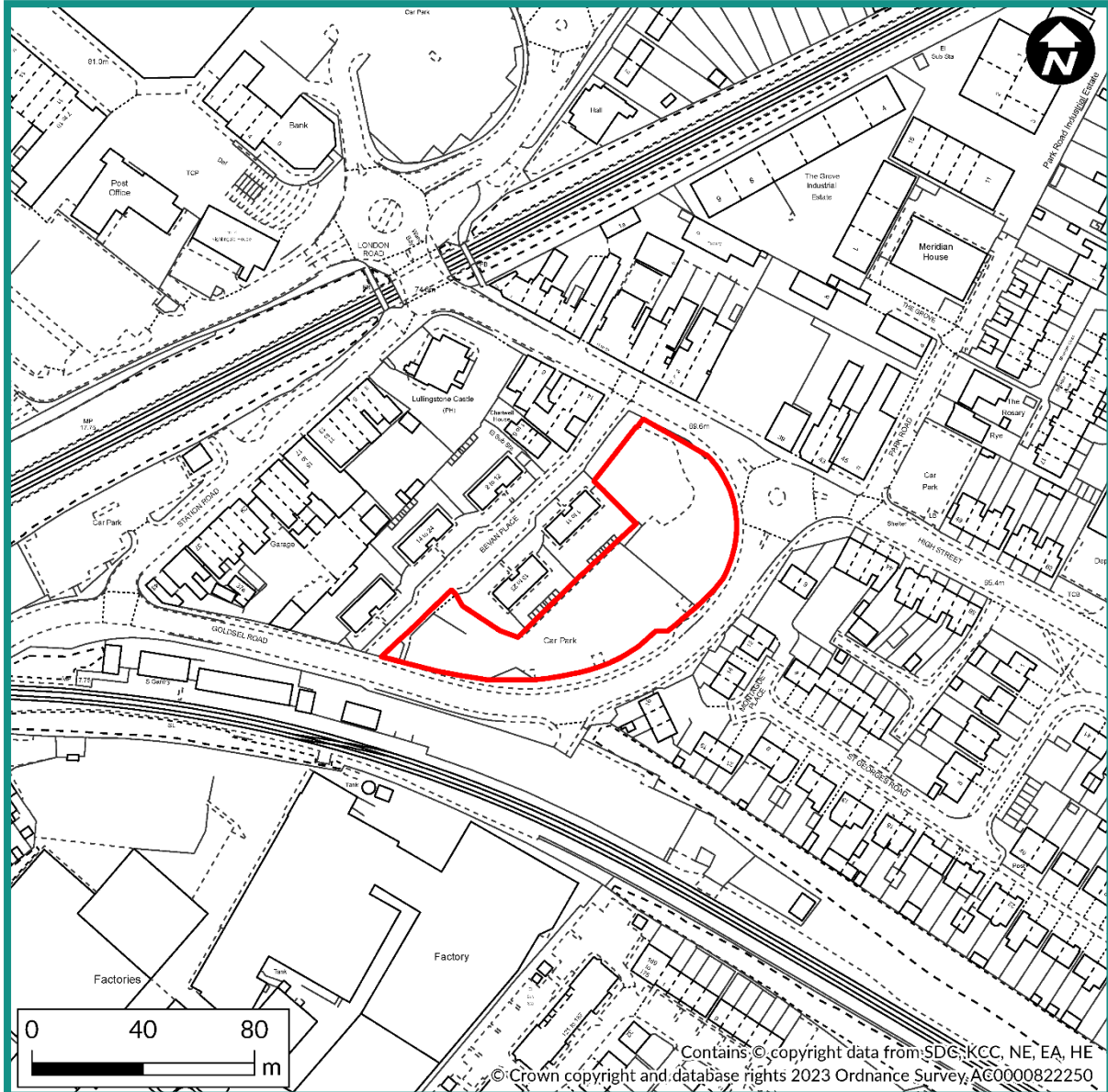
- The TPO should be protected on the site.
- Landscaping proposals should enhance the site and the wider street scene.

Movement

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.

BEVAN PLACE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

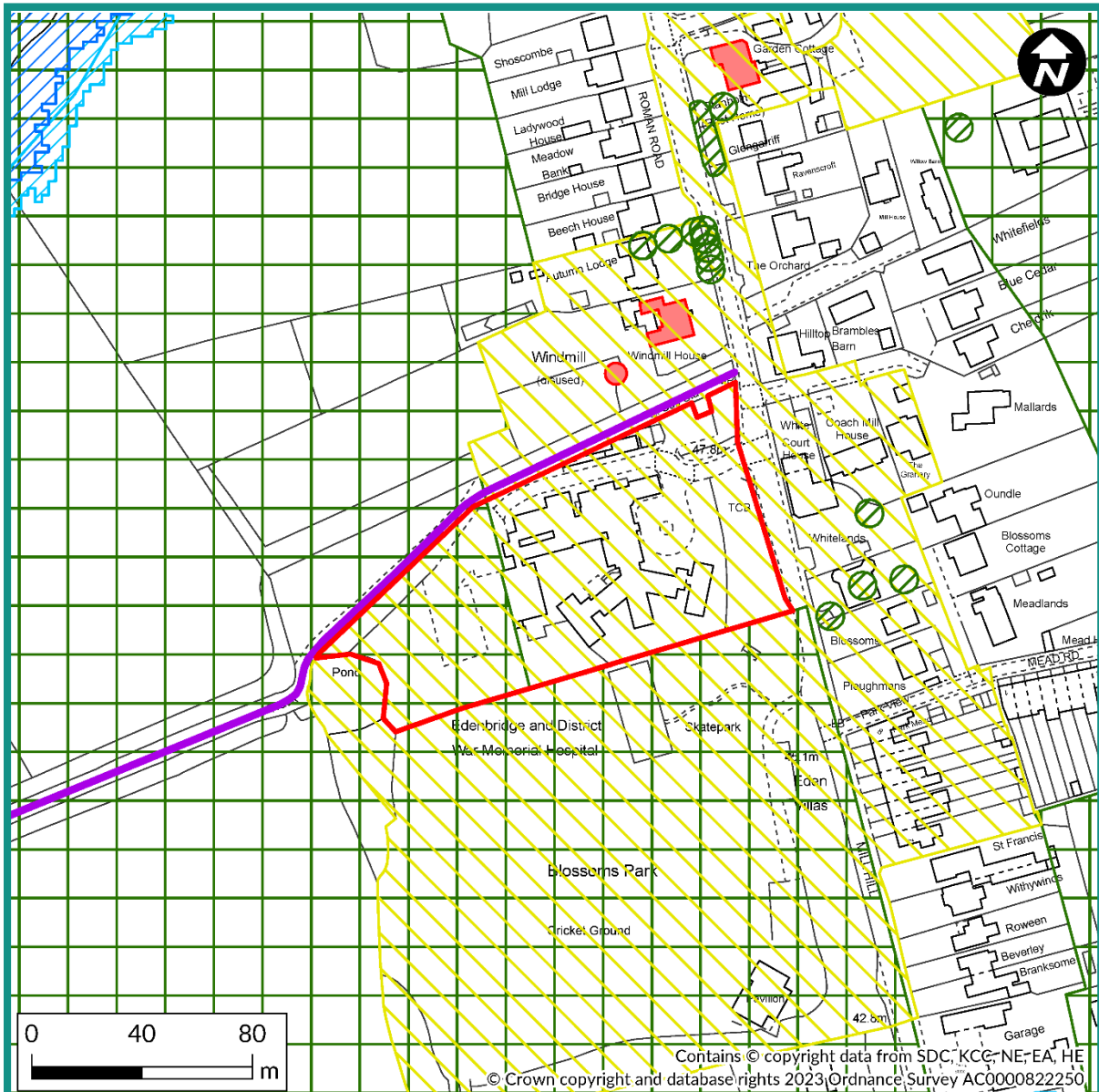
Reference	HO13
Address	Bevan Place, Swanley
Site Description	The site includes a car park and cleared area from previously demolished building
Site Area	0.48 Ha
Proposed Use	Residential
Proposed Capacity	100 units - 217 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Town and Local Centres (TLC1) and Swanley Town Centre (SWN1) – ensuring proposals respond to Neighbourhood Plan priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Housing for older people (H4) – site may be suitable for older persons accommodation
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity, including new infrastructure for both general practice and other community-based healthcare services • Additional household waste and recycling capacity • Local PRow improvements

Design Requirements

Context	
	<ul style="list-style-type: none"> • 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.

Identity	
	<ul style="list-style-type: none"> • This site provides an opportunity to deliver a 'gateway' development • 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.
Homes and Buildings	
Healthy Spaces	<ul style="list-style-type: none"> • 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.
Movement	
Access	<ul style="list-style-type: none"> • Access should be provided from Bevan Place.

EDENBRIDGE WAR MEMORIAL HOSPITAL



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	MX7
Address	Edenbridge War Memorial Hospital, Mill Hill, Edenbridge
Site Description	The site includes the Edenbridge and District War Memorial Hospital plus parking area to the rear.
Site Area	1.06 Ha
Proposed Use	Mixed Use - Residential + Community
Promoted Residential Capacity	34 units
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Housing for older people (H4) – site may be suitable for older persons accommodation • Protecting and Enhancing the Historic Environment (HEN1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Local sewerage network capacity to be increased • Clean water capacity to be increased • A new 5 form entry secondary school • Expansion of the existing primary school • Local PRow improvements

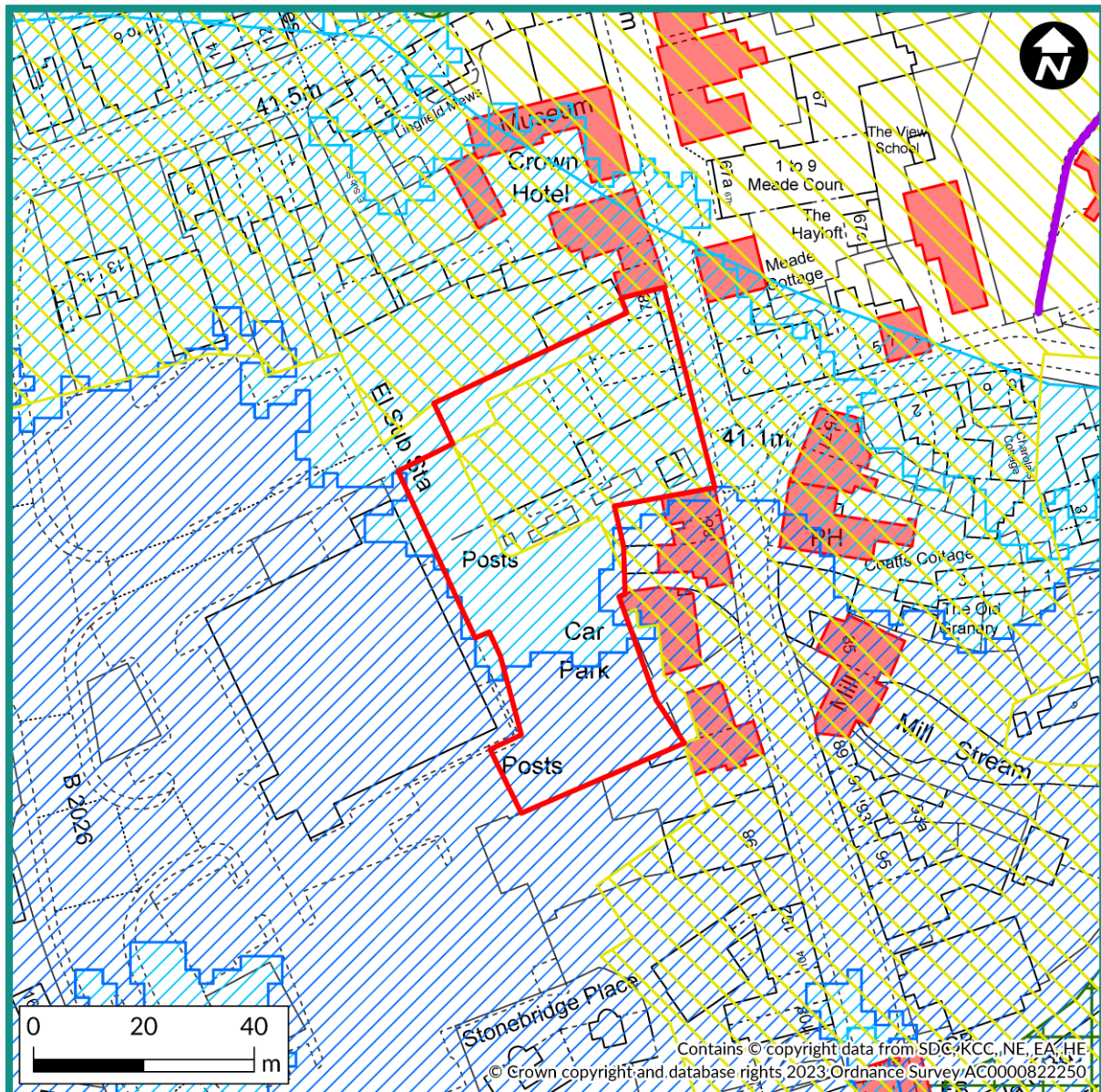
Design Requirements

Context	
Heritage	<ul style="list-style-type: none"> • The existing building is a non-designated heritage asset and is locally popular therefore a proposal for re-using the building must be the first approach. Robust justification is required if the proposal involves the demolition of the existing building.
Identity	
Local Character	<ul style="list-style-type: none"> • Development on the site must retain the existing positive transition between town and country that is currently experienced on the site. • Development must preserve the view of the prominent white gabled building when travelling along Mill Hill. • The extent of vegetation along the boundary with Mill Hill positively contributes to the character of the road and conservation area and

	<p>trees assist in filtering views into the site. Development should maintain this characteristic and any new boundary structures fronting this road should be discreet and combined with vegetation.</p>
--	---

Edenbridge

1-2 LEATHERMARKET



Legend:

- | | |
|------------------------------------|-------------------------|
| Site Boundary | Tree Preservation Order |
| Listed Building | Flood Zone 2 |
| Conservation Area | Flood Zone 3 |
| Locally Listed Asset | Metropolitan Green Belt |
| Ancient Woodland | Public Right Of Way |
| Area of Outstanding Natural Beauty | |

Site Overview

Reference	MX8
Address	78-84 High Street and 1-2 Leathermarket, Edenbridge
Site Description	The site includes retail and residential units within a late 1960s brick and concrete building fronting the High street and car parking area to the rear.
Site Area	0.29 Ha
Proposed Use	Mixed Use - Residential + Retail
Promoted Site Capacity	Residential: 14 units - 70% - 2203 m ² Retail Units: 30% - 779 m ²
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Town and Local Centres (TLC1) and Edenbridge Town Centre (EDN1) – ensuring proposals respond to local priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Flood Risk (W1) • Protecting and Enhancing the Historic Environment (HEN1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Local sewerage network capacity to be increased • Clean water capacity to be increased • A new 5 form entry secondary school • Expansion of the existing primary school • Local PRoW improvements

Development Vision

This site will play a key role in the wider strategy for the town centre and should enhance the appearance and activity of this part of the High Street. This site presents an opportunity to introduce the activities identified within the Town Centre Strategy report, such as cafes, restaurants, further market space and a place for events.

Further work is required to fully understand the potential and feasibility of development on this site including:

- Exploring the siting of the car parking and opportunities for relocation, potentially within the Waitrose site. Retaining the car parking on the site could limit the development potential of the site and the positive impacts on the high street.

- Understanding the construction constraints of the water course running beneath the site leading to the stream running between 86 and 92 High Street.
- Understanding and clarifying the access requirements for the proposed uses of the development.

Design Requirements

Context	
Heritage	<ul style="list-style-type: none"> • The site is within the Edenbridge Conservation Area and in the setting of multiple listed buildings along the High Street. Development on the site should respect and clearly enhance the local heritage, ensuring views and important groupings within the conservation area are retained through design.
Identity	
Local Character	<ul style="list-style-type: none"> • The design should respect and capitalise on distinctive views around the site. The expressive rooflines make a positive contribution to the streetscape of the high street. • Views of the historic stream running between 86 and 92 High Street is important to the distinctive character and should be considered in the design.
Appearance	<ul style="list-style-type: none"> • The design of the development should use materials and detailing which reflect the richly textured vernacular architecture surrounding the site. • Elevations fronting the high street should demonstrate that they understand this architectural language and reflect the natural rhythm and grain of the high street.
Built Form	
Building Heights	<ul style="list-style-type: none"> • Built form fronting the high street could be up to 3-storeys creating a landmark building for wayfinding on the High Street. • Built form could step up in height to 4-storeys towards the north-western corner of the site.
Building Line	<ul style="list-style-type: none"> • Building on the site should be successfully integrated into the fine grain of the high street • Development should retain a strong building line along the high street.
Uses	
Mix	<ul style="list-style-type: none"> • Ensure flood-compatible uses
Movement	
Access	<ul style="list-style-type: none"> • Access need to be sufficient for the proposed uses.
Pedestrian Routes	<p>The development should create routes which encourage further visitors to the high street, specifically aiming to create an attractive east-west route from the entrance of the supermarket to the high street between 92 and 94 High Street.</p>

Public Spaces

Multifunctional

- The existing public open space is an important and welcome contrast to the closed and tight nature of much of this area. The proposal should provide a meaningful public space with places to sit and dwell and incorporating nature.

Nature

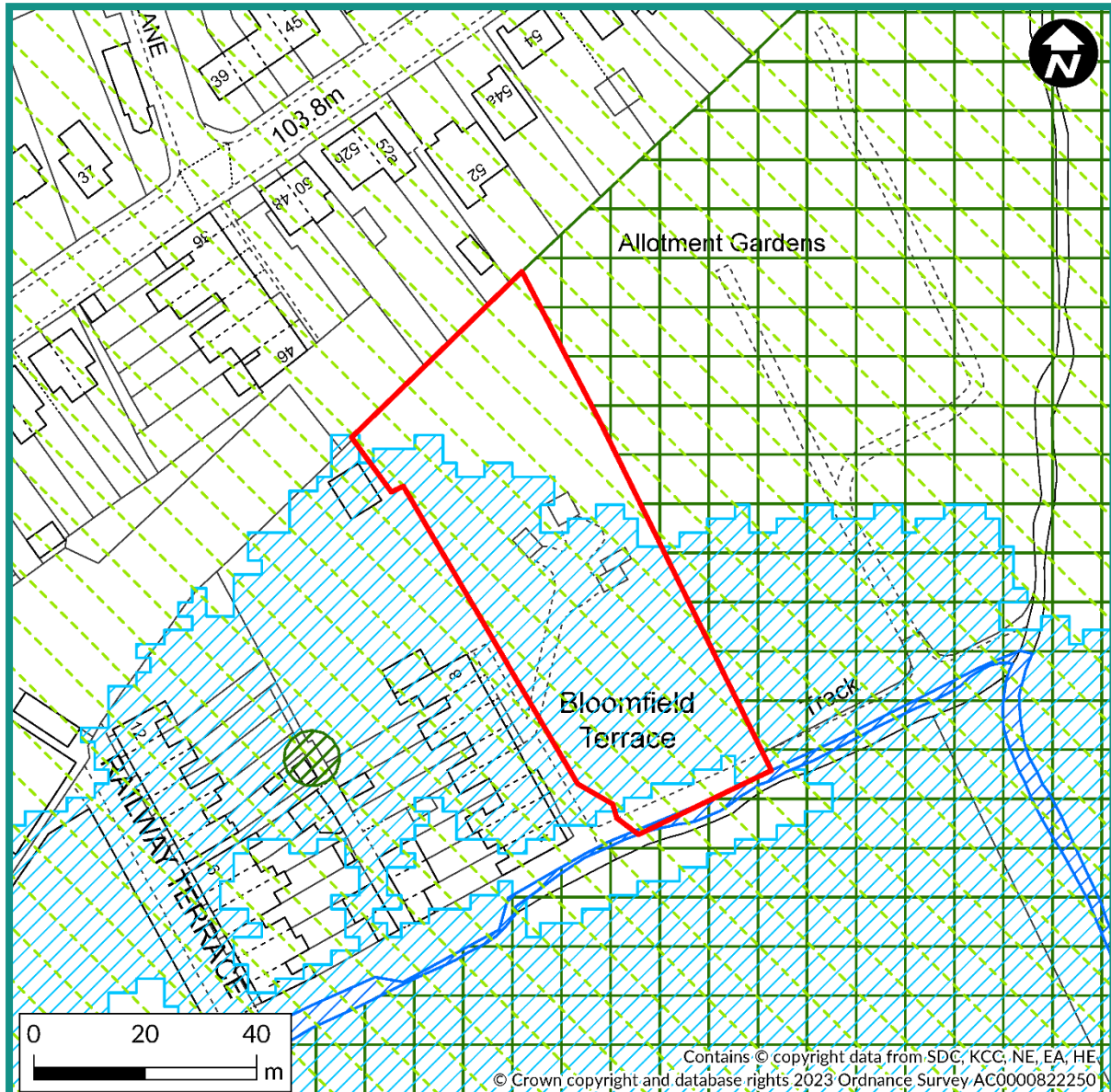
Landscaping

- Retain the existing landmark tree within the public space which currently contributes to the local character. The surrounding development should support the long term retention of this tree.

Water

- The site is entirely within Flood Zone 2 and partially within Flood Zone 3 therefore managing flood risk should be integral to the proposal.

LAND NORTH EAST OF BLOOMFIELD TERRACE



Contains © copyright data from SDC, KCC, NE, EA, HE
 © Crown copyright and database rights 2023 Ordnance Survey AC0000822250

Legend:

- | | |
|--|---|
|  Site Boundary |  Tree Preservation Order |
|  Listed Building |  Flood Zone 2 |
|  Conservation Area |  Flood Zone 3 |
|  Locally Listed Asset |  Metropolitan Green Belt |
|  Ancient Woodland |  Public Right Of Way |
|  Area of Outstanding Natural Beauty | |

Site Overview

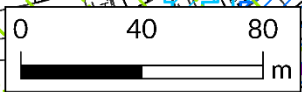
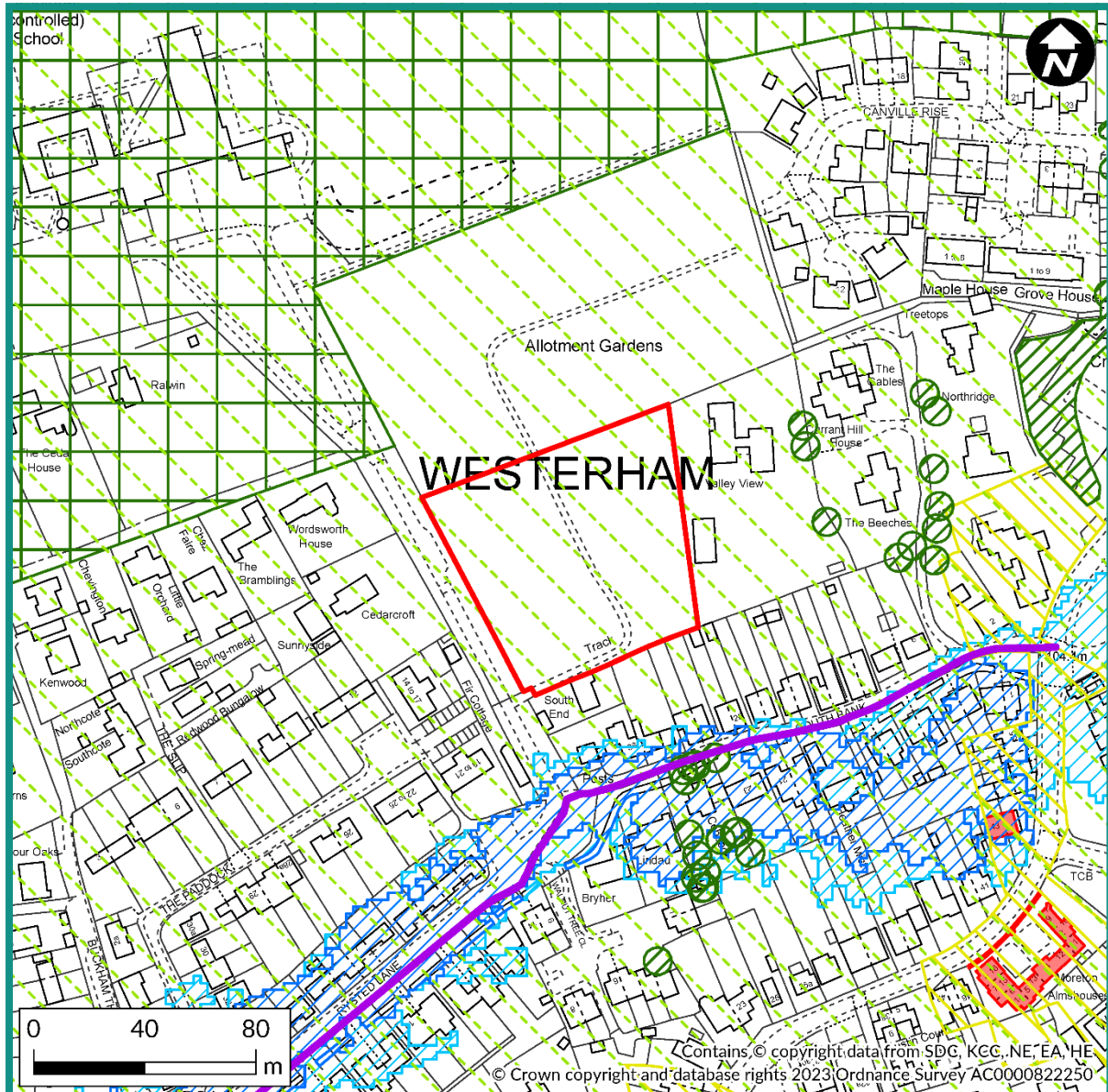
Reference	HO19
Address	Land north east of Bloomfield Terrace, Westerham
Site Description	Currently leased to home owners along Bloomfield terrace as additional garden space, it has a number of outbuildings on it with an access track
Site Area	0.32 Ha
Proposed Use	Residential
Proposed Capacity	10 units – 30 dph
Delivery Timeframe	6 - 10 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Open Space provision (OS1) • Flood Risk (W1) • Landscape and Areas of Outstanding Natural Beauty (NE1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • Local PRoW improvements

Design Requirements

Context	
Area Type	<ul style="list-style-type: none"> • The site is at the north-eastern edge of Westerham’s urban confine and sits within a modern outer area type which interacts with urban green space and then rural countryside to the east. • It is within the Kent Downs Area of Outstanding Natural Beauty (AONB) therefore special care must be taken to ensure any development protects and enhances the distinctive character and natural beauty of the area. The Kent Downs AONB Management Plan and Sevenoaks Landscape Character Assessment should be used to inform the design of the development.
Planning History	<ul style="list-style-type: none"> • There is a planning permission granted for the development of a row of 4 no. two storey terraced houses to the west of the site, continuing the existing line of Bloomfield Terraces (Ref. 20/03350/FUL). Any proposal should therefore consider how the design will respond to this development.

Identity	
Local Character	<ul style="list-style-type: none"> The southern area of the site, directly in front of the existing terraces, currently provides a valuable communal green space for the existing residents which contributes to the positive local character and biodiversity. This area of green spaces offers a positive transitional area from urban to the open space to the south and east. The proposal should be landscape-led and maintain the existing area of meaningful open space to protect the positive established character.
Built Form	
Building Types	<ul style="list-style-type: none"> Built form should primarily occupy the northern half of the site to maintain the area of green space in the south. Development on the site should continue the natural pattern of two-storey terrace housing set by development to the west. , matching or marginally exceeding the height of the existing buildings around the site.
Density	<ul style="list-style-type: none"> When considering the sites location within the AONB and less than optimal sustainable transport options, protecting the rural character, natural environment and amenity of the local residents should be given significant weigh. A density of 30 dph is therefore appropriate for the site.
Movement	
Parking	<ul style="list-style-type: none"> Parking should be carefully considered to ensure it is discreetly integrate so not to clutter the road or dominate the street scene. Any rows of parking should be broken up by landscaping and trees in order to maintain the natural character of the area.
Nature	
Water	<ul style="list-style-type: none"> A large proportion of the site lies within Flood Zone 2 therefore any development must be designed to ensure flood risk is directly addressed and that sustainable water management is at the core of the proposal. The quantity of hard surfacing should be minimised, trees and vegetation should be maximised and attenuation should be well integrated into the landscaping.
Landscaping Design	<ul style="list-style-type: none"> The landscaping design should carefully blend the built development into the open landscape, particularly along the east and south edges of the site.

CURRENT HILL ALLOTMENTS



Contains © copyright data from SDC, KCC, NE, EA, HE
 © Crown copyright and database rights 2023 Ordnance Survey AC0000822250

Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO20
Address	Currant Hill Allotments, Westerham
Site Description	Land currently used for allotments
Site Area	0.67 Ha
Proposed Use	Residential
Promoted Capacity	26 units - 39 dph
Delivery Timeframe	6-10 Years
Policy Priorities	<ul style="list-style-type: none"> • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Housing for older people (H4) – site may be suitable for older persons accommodation • Retention of Community Uses (COM1) – retaining/replacing community facilities • Landscape and Areas of Outstanding Natural Beauty (NE1)
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Additional GP capacity • Local PRow improvements

Design Requirements

Context	
Character Area	<ul style="list-style-type: none"> • The site is located within the Kent Downs AONB and development should protect and enhance the landscape features.
Built Form	
Building Types	<ul style="list-style-type: none"> • The site should reflect the adjacent mix of housing types (detached, semi-detached, terraced) • 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.
Uses	
Housing Mix	<ul style="list-style-type: none"> • This site is 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.

Nature

Landscaping

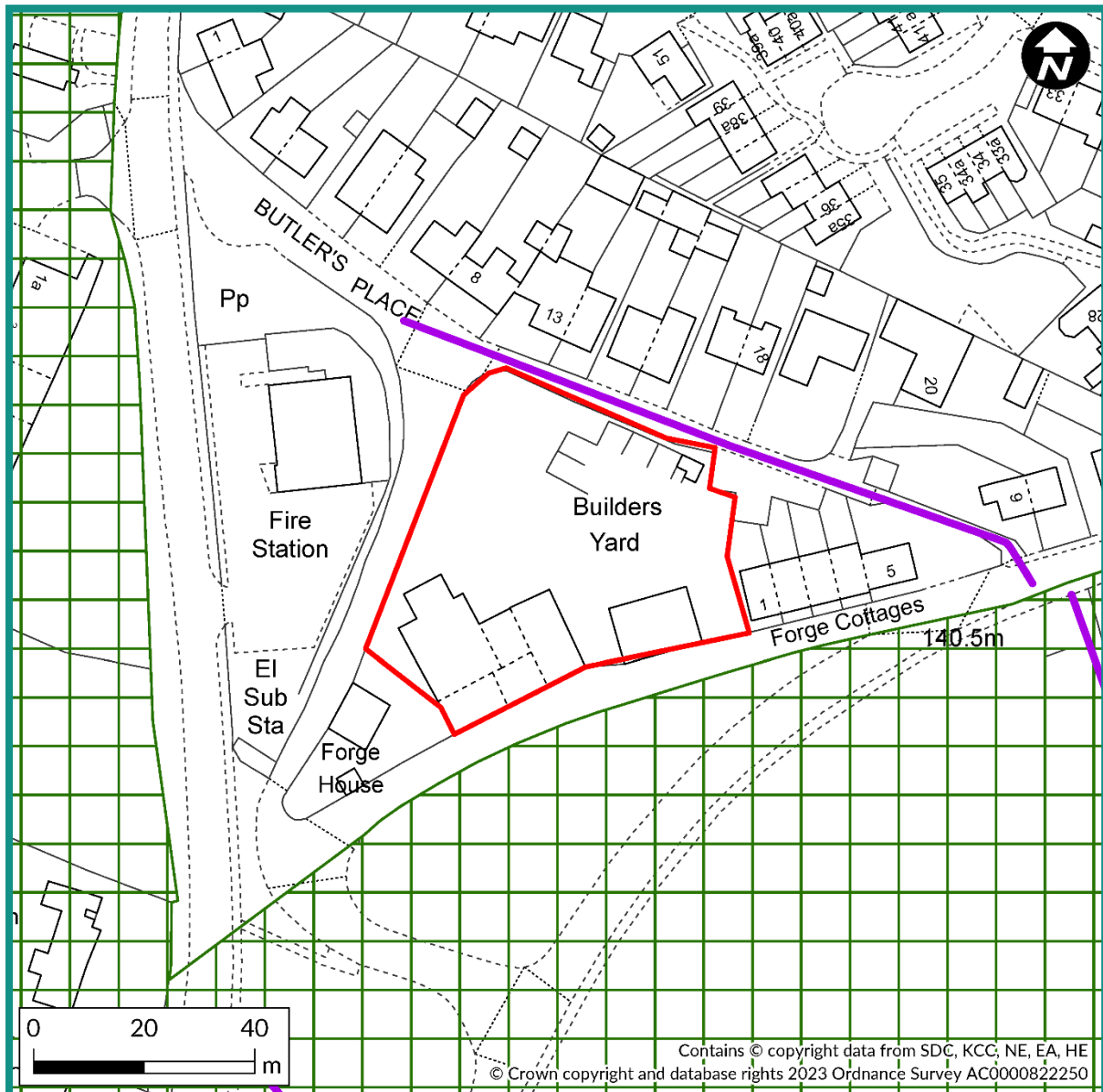
- Existing tree screening should be maintained and enhanced
- Site biodiversity surveys will be sought to ensure any biodiversity concerns are adequately mitigated and biodiversity enhancement will be required on the adjacent replacement allotment site

Movement

Access

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

THE FORGE, ASH ROAD



Contains © copyright data from SDC, KCC, NE, EA, HE
 © Crown copyright and database rights 2023 Ordnance Survey AC0000822250

Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	HO21
Address	The Forge, Ash Road, New Ash Green
Site Description	An existing builders yard
Site Area	0.28 Ha
Proposed Use	Residential
Promoted Capacity	10 units, 36 dph
Potential Capacity	14 - 17 units - 50-60 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6) • Employment Land (EMP3) regarding existing use
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Potential for additional GP capacity • Local Public Rights of Way improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • The design of the development should enhance the gateway into New Ash Green when approaching from the south. The design should create a high quality distinctive identity, particularly considering the elevation fronting Ash Road. • The design should positively address the northern corner of the site facing Chapel Wood Road.
Built Form	
Building Types	<ul style="list-style-type: none"> • To respond to the surrounding context, the development should accommodate short rows of terraces, semi-detached housing and/or maisonettes to reflect the local character and efficiently use the land.
Building Line	<ul style="list-style-type: none"> • The development should respond to the strong building line and small set back created by Forge Cottages along the Ash Road boundary. This approach should be continued along both edges fronting Butlers Place, creating a perimeter block.
Building Heights	<ul style="list-style-type: none"> • In response to the surrounding buildings, up to 2.5-storey should be adopted along the southern and northern boundaries. Buildings should step down to 2-storeys at the south-western boundary shared with Forge House. Up to 3-storeys should be adopted along the eastern boundary facing the fire station.

Movement

Parking	<ul style="list-style-type: none">• Parking should be discreet and should not dominate the street scene. Rear parking areas or integral garages within properties could be considered to deliver discreet parking. A parking area located within the south-western corner of the site could provide discreet parking and prevent the development adversely effecting privacy of Forge House.
---------	--

Services and Utilities	<ul style="list-style-type: none">• Bin storage must be well integrated into the design of frontages.• Any external service boxes should be discreet, well integrated into the design and not mounted on primary elevations.
------------------------	---

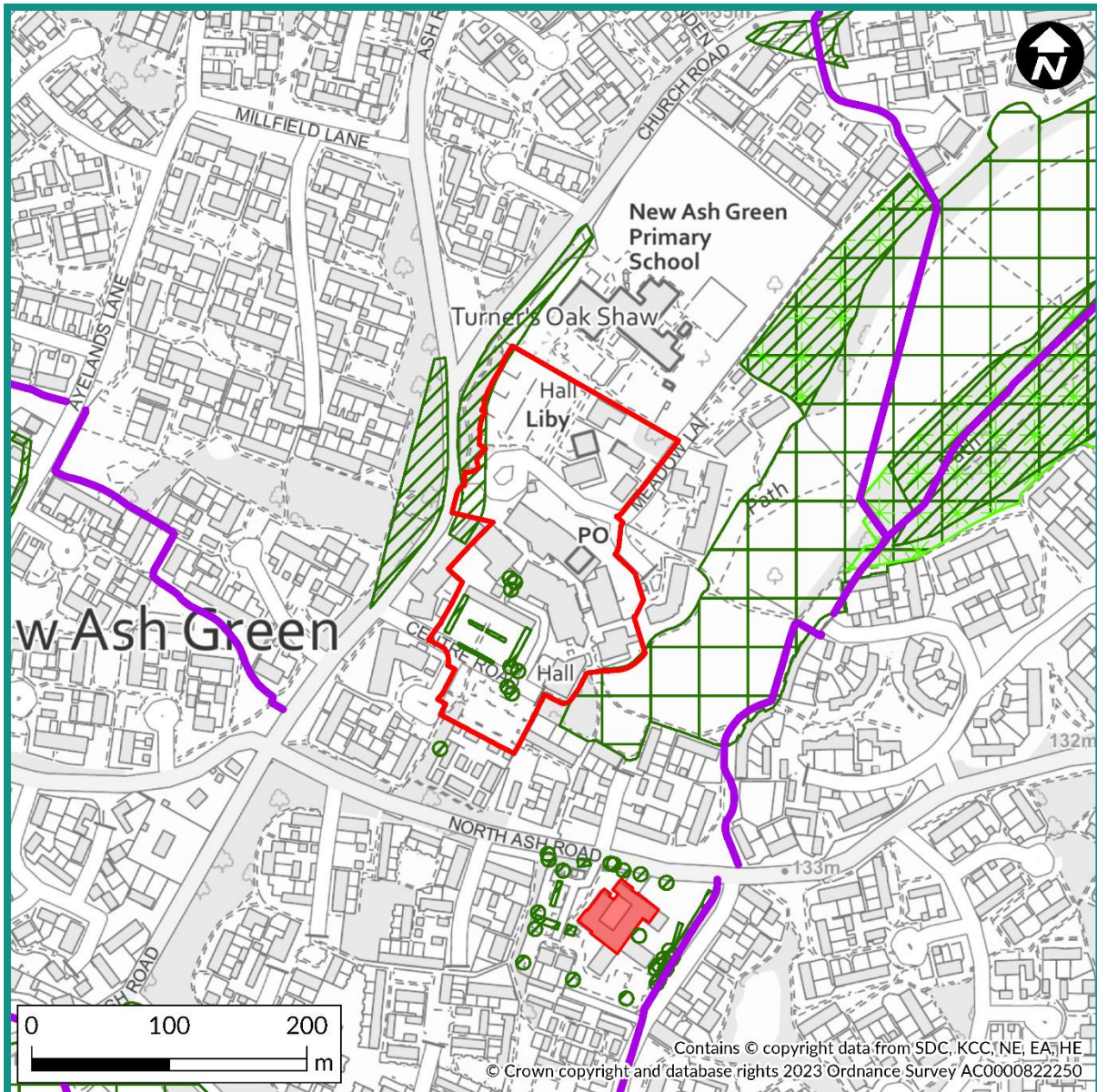
Nature

Landscape Design	<ul style="list-style-type: none">• Strips of frontage landscaping should be provided in a similar manner to Forge Cottages incorporating small trees and climbing plants wherever possible to reflect the natural character of the area.
------------------	---

Homes and Building

Privacy and Amenity	<ul style="list-style-type: none">• To achieve efficient use of land, private gardens space should be modest and not oversized. Privacy in back-to-back rear gardens should be clearly considered through the window arrangements and tree planting along rear boundaries is encouraged.
---------------------	--

NEW ASH GREEN VILLAGE CENTRE



Legend:

- Site Boundary
- Listed Building
- Conservation Area
- Locally Listed Asset
- Ancient Woodland
- Area of Outstanding Natural Beauty
- Tree Preservation Order
- Flood Zone 2
- Flood Zone 3
- Metropolitan Green Belt
- Public Right Of Way

Site Overview

Reference	MX12
Address	New Ash Green Village Centre, New Ash Green
Site Description	The site includes multiple retail and community buildings which form the village centre.
Site Area	1.87 ha
Promoted Use	Mixed Use
Promoted Residential Capacity	70 units – 75 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Town and Local Centres (TLC1) and New Ash Green Village Centre (NAG1) – ensuring proposals respond to local priorities and support town centre development • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Sustainable Movement (T2) – prioritising public transport and active travel within the development • Safeguarding Places for Wildlife and Nature (BW1) • Low Carbon and Climate Resilient Development (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate
Settlement Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Potential for additional GP capacity • Local Public Rights of Way improvements

Development Vision

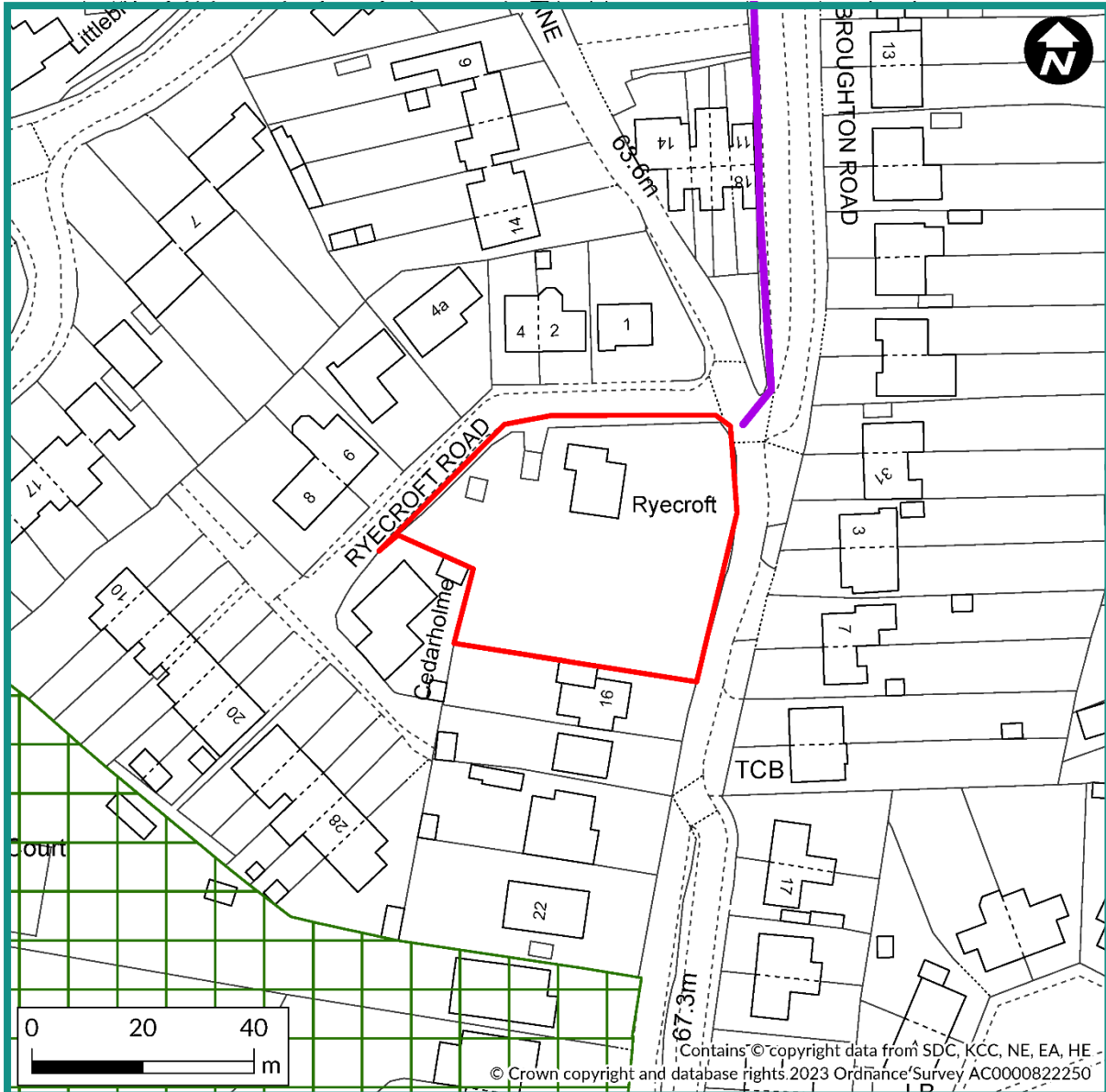
New Ash Green's centre should become a vibrant heart to the thriving village community. Shops and businesses should be supported by a refreshed and well-maintained shopping centre. Vacant units should be brought back to use, creating more space for small businesses and allowing people to both live and work in the village (as was originally conceived). A renewed public realm should be decluttered allowing the architecture to shine, greening and drainage is integrated, and focal points are created for events, spill out and pop-up activity.

Any development should be keeping with the modernist SPAN architectural style, making a positive contribution to the village's one-of-a-kind character. New homes of different types, sizes and tenures and new SME, creative and flexible workspace should be provided, helping to provide for the growing population and bringing more footfall to the village centre.


Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • Development should retain a scale appropriate to the size of the community it is intended to serve and a form that respects the distinctive character of the settlement. • Development should achieve a successful relationship with the adjoining housing and open space.
Movement	
Access	<ul style="list-style-type: none"> • Servicing, parking and access arrangements will need careful consideration once the mix of uses is determined and a Transport Assessment will be required
Parking	<ul style="list-style-type: none"> • Parking should be re-provided as part of the scheme, including parking for new residential units.
Walking and Cycling	<ul style="list-style-type: none"> • The pedestrian environment should be designed to provide a safe and secure access incorporating security measures (such as the public realm overlooked by residential development) to deter crime, the fear of crime and antisocial behaviour.
Services and Utilities	<ul style="list-style-type: none"> • 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 water infrastructure.
Uses	
Mix	<ul style="list-style-type: none"> • Proposals should include retail, employment and community facilities and services. Office space should be retained or provided in this central location. An element of residential development (in the form of apartments) should be included as part of the regeneration scheme.
Public Spaces	
Public Realm	<ul style="list-style-type: none"> • The scheme should provide improvements to the local centre public realm

RYECROFT, RYECROFT ROAD



Legend:

- | | |
|--|---|
|  Site Boundary |  Tree Preservation Order |
|  Listed Building |  Flood Zone 2 |
|  Conservation Area |  Flood Zone 3 |
|  Locally Listed Asset |  Metropolitan Green Belt |
|  Ancient Woodland |  Public Right Of Way |
|  Area of Outstanding Natural Beauty | |

Site Overview

Reference	HO24
Address	Ryecroft, Ryecroft Road, Otford, TN14 5LU
Site Description	Large irregular plot of land within Otford, accessed directly from Rye Lane and Ryecroft Road. The plot contains one large house
Site Area	0.22 ha
Proposed Use	Residential
Proposed Capacity	7 units – 32 dph
Delivery Timeframe	1-5 Years
Policy Priorities	<ul style="list-style-type: none"> • Housing – smaller sites (H6)
Otford Infrastructure Requirements (as per emerging IDP)	<ul style="list-style-type: none"> • Local Public Rights of Way improvements

Design Requirements

Identity	
Local Character	<ul style="list-style-type: none"> • The vegetation on the site including mature trees and hedgerows contribute the positive verdant character of Rye Lane and Ryecroft Road. Specifically, the two mature trees within the north-eastern corner of the site positively contribute to the character of Rye Lane and provide a wayfinding feature. Whilst development on this site will inevitably reduce the openness, any proposal should aim achieve a positive balance between built form and a green street scene. • The built form should be set back from the north-eastern corner of the site to provide a small area of open green space and retain the two mature trees.
Built Form	
Building Types	<ul style="list-style-type: none"> • The development should include semi-detached houses and/or short runs of terraces in order to reflect the surrounding building typologies.
Building Line	<ul style="list-style-type: none"> • A proposal adopting a shallower set-back from the street in comparison to the existing properties along Rye Lane and Ryecroft Road would more efficiently use the site area.

Building Heights	Building heights should be between 2 and 2.5 storey in order to respond to the context and efficiently use the land.
Movement	
Parking	<ul style="list-style-type: none">• Parking should be carefully considered to ensure it is discreetly integrate so not to clutter the road or dominate the street scene. A grouped parking area along the western edge of the site, accessed from Ryecroft Road, could provide a discreet location for parking and minimise vehicle congestion on Rye Lane.