

SWANLEY CHARACTER ASSESSMENT APPENDIX DOCUMENT



INDIVIDUAL SITE ASSESSMENTS

SITE USES	PAGES
<input type="checkbox"/> Businesses	2 to 25
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BUSINESSES

Swanley Character Assessment Sites Business			
Reference	Description	Location	Character Area (Swanley Town, Swanley Town Centre, Edge of Centre, edge of Swanley, Swanley Village, Green Belt)
B1	Business units	Wested Lane West The Interchange	Edge of Swanley
B2	Business units	Wested Lane East Mark Way	Edge of Swanley
B3	Business units	London Road North Southern Cross	Edge of Swanley
B4	Business units	London Road North Gateway	Edge of Swanley
B5	New Business units planning approved	Broom Hill	Edge of Swanley
B6	Bus Garage	London Road East	Swanley
B7	Business units	Park Road	Edge of Town Centre
B8	Offices	Bartholomew Road/London Road	Edge of Town Centre
B9	Business units	London Road	Edge of Town Centre
B10	Business unit	Goldsel Road	Edge of Town Centre
B11	Business units no photos	London Road/ Hockenden Lane	Edge of Swanley
B12	Business units	London Road west	Edge of Swanley
B13	Business units	London Road/Oliver Road	Edge of Town centre
B14	Offices Media House	Azalea Drive	Edge of Town Centre
B15	Retail	London Rd/West View	Swanley
B16	Western Tyres	London Rd (3 storey)	Edge of Town Centre
B17	Broomfield Works	London Road North	Edge of Swanley

Character area:	Reference:	Assessor(s):	Date
Business units	B1	Robert Brickell	18/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This business development is known as The Interchange and consists of 2/3 storey equivalent light industrial units with clad walls and shallow pitched roofs with roof lights. The walls continue above the roof line giving the appearance of a flat roof. This is a secure site with access for staff and visitors only.	The development is built upon a sloping site away from the motorway at an elevation of 90 metres falling to 80 metres at the Wested Lane end.	The site is surrounded by trees but there is very little green space within the site. There is private car & HGV parking for business unit occupiers within the development.	Access to the business units is from Wested Lane via London Road to the M25/M20/A20 interchange. There are paved pedestrian pathways either side of the roadway and shared surface for HGV commercial vehicles, cars and pedestrians. There are no facilities for cycle parking within the development. There are no rights of way.



A view of the west side of the Interchange business development from Wested Lane.



A view of the East side of the Interchange business development from Wested Lane.

Character area:	Reference:	Assessor(s):	Date
Business units	B2	Robert Brickell	18/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This business development is located off Mark Way and a private road and consists of 1-2 storey equivalent light industrial units with clad walls and shallow pitched roofs with roof lights.	The development is built upon a slopping site away from Wested Lane towards the bypass at an elevation of 79 metres falling to 69 metres at the bypass end of Mark Way.	The site is shielded from London Road by mature trees and shrubs but there is very little green space within the site. There is private car & HGV parking within the business units.	Access is from Mark Way via Wested Lane and London Road to the M25/M20/A20 interchange. Mark Way is a public road with paved pedestrian pathway along the length of the left hand side and shared surface for HGV commercial vehicles, cars and pedestrians within the individual units. There are no facilities for cycle parking within the development. There are no rights of way.



A view of the Mark Way business development from Wested Lane.



A view of the Mark Way business development from the end of Mark Way looking back towards Wested Lane.



View showing the private gated roadway to the aggregate company.

Character area:	Reference:	Assessor(s):	Date
Business units	B3	Robert Brickell	18/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This business development is called Southern Cross and is located off London Road. and consists of 1-2 storey equivalent light industrial units with clad walls and shallow pitched roofs with roof lights.	The development is built upon a slopping site away from the motorway interchange towards the bypass bridge at an elevation of 79 metres falling to 72 metres at the bypass end of London Road.	The site is shielded from London Road by medium height trees and shrubs but there is very little green space within the site. There is private car & HGV parking within the business units.	Access to the business units is from London Road to the motorway interchange. There are no pedestrian pathways along this section of London Road leading to the development. There is a shared surface for HGV commercial vehicles, cars, and pedestrians within the development. There are no facilities for cycle parking within the development. There are no rights of way.



A view of the Southern Cross business development from the London Road main entrance.



A view of the Southern Cross business development from London Road.

Character area:	Reference:	Assessor(s):	Date
Business Units Incl. Howdens London Road North	Gateway Ind. B4	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>5 units in total of a modern design built around the turn of the 21st century.</p> <p>Equivalent of 3 storeys with maximum height in the centre and pitched roof design. Buildings built of red brick with cladding material top part above walls.</p> <p>All 5 units entrances facing southwards</p>	<p>Plot built on an incline going from an elevation increasing from east to west with its own access via no through road from London road</p> <p>This location is a high point east of the Town centre.</p>	<p>Large parking area to the front of units for delivery, collection and staff/customer parking.</p>	<p>Access to London road and motorway M25 junction at eastern end away from Swanley Town centre.</p>

Character area:	Reference:	Assessor(s):	Date
<p>Business Unit, Moreton Ind. Est.</p> <p>London Road North</p>	B4	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, brideways, etc...
<p>3 attached units of modern design built approx at turn of the 21st century. Each unit is equivalent of 3 storeys at the centre of the roof line.</p> <p>The buildings are positioned east to west with the entrances located on the east side.</p> <p>Each unit is approx. 40 metres long and 35 metres in depth.</p>	<p>Plot built on an incline with the buildings side on to London Road with a single wide entrance common to all 3 units.</p> <p>There is an incline rising on the eastern flank of the buildings facing away from Town centre and running parallel to London road.</p>	<p>Common area for all 3 units for delivery, collection and loading with additional parking for staff and customers.</p>	<p>Direct access to London Road and M25 routes away from the Town Centre with own driveway directly onto London Road via a triangular roadway layout.</p>

Character area:	Reference:	Assessor(s):	Date
Business units	B5	Robert Brickell	18/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>The Broomhill site has been designated as a business site for some time and planning approval has now recently been given for four large industrial units totalling 156,037 square foot of internal floor space. Uses have not been specified but the size of the units would lend themselves to warehouse distribution centres. Southern Cross and is located off London Road and consists of 1-2 storey equivalent light industrial units with clad walls and shallow pitched roofs with roof lights.</p>	<p>The development will be built upon a sloping site towards the motorway interchange at an elevation of 84 metres falling to 78 metres alongside the M25.</p>	<p>The site is shielded from the M25 by medium height trees and shrubs and there is a proposal for additional planting to the north, east and west of the site. Shrubs are proposed to be planted alongside footpaths and parking areas. The development is proposed to have car and HGV parking. Electric vehicle charging points are proposed.</p>	<p>Access to the business development is proposed from London Road via a new roadway alongside the existing Gateway Trading estate to the motorway interchange. There are roadways and footpaths for pedestrians allocated throughout the development together with HGV compounds with shared surfaces. There are proposed facilities for cycle parking within the development. There is a public right of way.SD 178 which is well used by local walking groups between Crockenhill and Swanley Village.</p>



A view of the Land for the Broomhill business development from footpath SD178 at the M25 end.



A view of the Land for the Broomhill business development from footpath SD178 looking back towards the M25 which is shielded by mature trees and shrubs in the distance.

Character area:	Reference:	Assessor(s):	Date
Swanley Bus Garage London Road East	B6	Chris Prestedge Roger Ford	August 22



Layout	Topography	Spaces	Roads, streets, routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...</p>
<p>Approx. 3 storey high building to east end of plot with access to a wide driveway on the left of building leading to a large parking area at the rear and with an entrance to the rear of the garage.</p> <p>The front of the garage has 3 high roller shutter entrance/exit bays with a limited parking area to the front of the building.</p> <p>The building is constructed of brick at lower level with industrial cladding above. The roof is pitched and made of metal.</p> <p>The far left hand side of the plot/ driveway is a derelict 1 storey 1920's architectural style office block currently undergoing restoration by the new occupiers - Go Travel Bus Co.</p>	<p>The building is front facing to London Road.</p> <p>Built on level ground at the front with a slight incline to the rear parking area.</p>	<p>Limited parking space to the front of the garage entrance from London Road.</p>	<p>Direct access to London Road and all points east & west of London Road.</p> <p>Located approx. ¼ mile to M25.</p>

Character area:	Reference:	Assessor(s):	Date
Edge of Centre	B7	Robert Brickell	09/06/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This business unit is known as Park Road and consists of older single storey light industrial units with painted blockwork walls and pitched metal or corrugated roofs backing onto the High Street shop units and newer two storey light industrial units with lower brickwork and upper metal clad walls with pitched metal roofs deeper into the development.	The development is built upon a sloping site away from the railway line at an elevation of 72 metres falling to 62 metres.	There are no green spaces There is limited car parking for business unit occupiers within the development but no designated customer parking.	Access to the business units is from the High Street via Park Road and The Grove. There is a pedestrian pathway for a short distance to one side of Park Road. The business site has a shared surface for commercial vehicles, cars and pedestrians. There are no facilities for cycle parking within the development. There are no rights of way.



A view of the older style light industrial units at Park Road. The rear of the new flats in the High Street can be seen to the left TC 27



A view of the older style light industrial units at Park Road to the right and extensions to the existing shops units in the High Street



A view of the newer light industrial units at Park Road



A view of the newer light industrial units at Park Road

Character area:	Reference:	Assessor(s):	Date
Edge of Centre	B8	Robert Brickell	05/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
A two-storey office block of brick-built construction with pitched tiled roof. The brick work contrasts well with the white stucco entrances. This is the old White Oak hospital site. This is in a prominent position within the town facing onto the main roundabout junction for St Marys Road, London Road West and Bartholomew Way with the ASDA ground level car park to the right side of the photographs. There are landscaped gardens to the rear.	The building is built upon high ground at 78 metres with the surrounding ground at a similar height with the exception of London Road West which falls away to a low point at 65 metres.	The development is close to the small park at Bartholomew Way and the Recreation ground in St Mary's Road. The offices have their own parking facility to the rear of the building together with a planted landscaped area.	Access is from London Road and Pioneer Way to the rear car park which is not available to the general public and is for staff and customers. There are no cycle paths, storage or footpaths just shared surfaces. There are no rights of way through the development.



A view from the Link building showing the office block on the corner of Bartholomew Way and London Road West



A view of the gardens & paved area to the rear of the office block on the corner of Bartholomew Way & London Road West.

Character area:	Reference:	Assessor(s):	Date
	B9	Robert Brickell	05/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
Modern two-storey business units with white cladded walls and shallow pitched roofs. This is the old White Oak hospital site. The buildings are well shielded from London Road by mature trees. The development is opposite the Police Station and a block of 3 storey retirement flats	The building is built upon high ground at between 74 and 70 metres with the surrounding ground falling away to 65 metres at the low point in London Road West.	The development is surrounded by mature trees affronting London Road with a limited amount of green space within the confines of the site.	Access is from London Road and Pioneer Way to the rear car park which is not available to the general public and is for staff and customers. There are no cycle paths, storage or footpaths just shared surfaces. There are no rights of way through the development.



A view from the car park of the business unit ref. B9

Character area:	Reference:	Assessor(s):	Date
	B10	Robert Brickell	05/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This large site is the home of Swan Mill Paper Company now trading as Swantex. There are several two-story equivalent factory units with cladded walls and pitched roofs. It was not possible to access the site during the survey which was carried out at the main entrance. The business units are surrounded by residential accommodation.	The building is built upon high ground at an elevation of between 80 and 66 falling in a easterly direction.	There is a private car park as shown on the photograph with 107 car parking spaces. Most of the site is surrounded by mature trees.	Access to the site is from Goldsel Road and Pioneer Way to the car park which is not available to the general public and is for staff and customers. There are no cycle paths, storage or footpaths just shared surfaces. There are no rights of way through the development.



A view from the main security gate across the car park of the business unit ref. B10.



A view from the main security gate across the car park of the business unit ref. B11 taking in the wider view of the units to right.

Character Area	Reference	Assessors	Date
Business Units	B11	John J. Roche	June 12, 2022



Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Located near western edge of the Plan area on the southern side of London Road. This road running on an approximate east (towards Town Centre) west toward south east London) is a very busy thoroughfare which provides traffic and pedestrian access into, out of and through Swanley. Positioned on a roughly triangular plot bounded on two sides by London Road and Hockenden Lane. Third side backs onto the A20 which runs on an elevated/raised route. Immediate area at junction of Hockenden Lane and London Road is not part of the site. It is occupied by a site for Travellers.</p>	<p>Five-acre site on a slight slope accessed, slopes downwards from London Road (area sits in a hollow in the landscape. London Road itself undulates at the point with access to the site towards the lowest point where two short hills begin to rise up in both an easterly and westerly direction.</p>	<p>There appear to be several small businesses operating from the site (farm shop, butcher's shop and delivery service, c.6 small lock up garages, open commercial storage areas but mainly manufacturing units run by a food processing company). The buildings are of mixed character but all are low level and sit well in terms of eyeline as they are no higher than the eye level of the A20. The food processing company's buildings are painted in a dark green colour which melds sympathetically with the surrounding area/reduces impact. The site is not well organized and large elements of it appear to be un/under-utilised. Site owner advises this is the basis of current planning application lodged with Sevenoaks District Council (Ref.PP-10489250). Intention to replace existing sheds and small buildings with modern business units for B1 (offices), B2 (general industrial) and B8 (storage/distribution) and associated parking. Site owner advises this will include large food (organic) hall. Also advises there will be job creation which town badly needs. Application decision awaited.</p>	<p>Private site albeit with permitted access to business areas and provision for staff and customer parking.</p>

Character area:	Reference:	Assessor(s):	Date
Media House, Azalea Drive	B14	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Typical 1960's design of a commercial "L" shaped 3 storey building approx. 150 metres wide and 120 metres in depth.</p> <p>Brick built with large glass window frontage and right hand side of the "L" shape. Also Glazed windows at the rear. There is cladding below the windows. The roof is of flat construction.</p> <p>The front lobby entrance is onto Azalea Drive.</p>	<p>The plot is roughly square shaped with the building situated across the front and on the right hand side. There is a driveway on the left hand side which leads onto and allows for parking to the rear and side of the plot for staff/visitors.</p> <p>On the right hand side of the plot parking is further available to Media House personnel albeit limited and denied to the general public at the left hand side of the Azalea shops car park.</p>	<p>There is additional parking by means of council controlled pay/display on Azalea Drive in front of the building.</p> <p>The Swanley mainline train station is situated approx. 150 metres from Media House.</p>	<p>Exit from Media House car park onto Azalea Drive.</p> <p>Location of South Eastern Train network is 150 metres away.</p>

Character area:	Reference:	Assessor(s):	Date
Eastwood Racing - Commercial Shop. London Road/West View	B15	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc....)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc....	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Commercial premises corner of London Road and Westview Road.</p> <p>Currently trading as an off road motor bike specialist with historical success of the current owner of the business.</p> <p>Single storey shop premises with attachment to a bungalow on the eastern side.</p>	Work yard and company only parking to side of shop in Westview Road.	No customer parking by the shop other than parking in Westview Road.	<p>Access via London Road to M25 eastwards and Town Centre to the west.</p> <p>There is a pedestrian footpath going round the shop both in London Road and Westview Road.</p>

Character area:	Reference:	Assessor(s):	Date
Watling Tyres London Road	B16	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>A pitched roof 3 storey high building converted from a Milk dairy by the current owners for tyre replacement /mechanical repairs and MOT's.</p> <p>The building is forward facing and has 2 openings. Built of brick with cladding from approx 6 feet off the ground level brick work.</p> <p>It has a corrugated roof structure.</p> <p>It also has situated to the main building and to the right hand side a small additional lock up used for additional storage of worn tyres.</p>	<p>The premises is adjacent to the fuel station and has a single entrance from London Road which it partially shares a common entrance to both sites.</p> <p>The plot decreases in elevation from west to east in conjunction with London Road.</p> <p>The site is enclosed by metal fencing around the frontage and right side shared by the fuel station next door. Own parking area to the front of the building.</p>	<p>Car parking on site is available for approx. 15-18 cars/vans with additional parking facility for deliveries of parts and tyres by commercial vehicles. Turning of commercial vehicles is also possible on site without the need of encompassing London Road.</p>	<p>Direct access to London Road for going east and west.</p> <p>There is a pedestrian footpath in front of the plot and London Road.</p>

Character area:	Reference:	Assessor(s):	Date
Broomfield Works London Road North	B17	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
Single storey structure with corrugated pitched roof. The building is approx. 30 metres in depth and 45 metres wide, with the frontage facing onto London Road. The west side of the building has a 3 storey structure together with a large yard to the left hand side currently used for car sales. There is also a driveway situated to the right of the building	Situated with a gradient rising along the eastern side & running parallel to London Road	The building has a brick wall running parallel to the front of the building at the edge of its boundary.	Building is located parallel to London Road with direct access via a triangular approach road

TALL BUILDINGS THREE STOREY AND OVER

Swanley Character Assessment Sites Tall Buildings			
Reference	Description	Location	Character Area
T1	3 storey flats	London Road east	Edge of Swanley
T2	3 storey flats	London Road east	Edge of Swanley
T3	3 storey town houses/flats and 8 storey flats (Office block conversion)	Goldsel Rd., Lila Place, Azalea Drive	Edge of Town Centre
T4	3 storey retirement flats	Sycamore Drive	Edge of Town Centre
T5	3 storey town houses	Oakleigh Close	Edge of Town Centre
T6	3 storey houses/flats (Old laundry site)	Squirrels Close	Swanley
T7	3 storey flats and retirement flats	The Spinney	Swanley
T8	4 Storey new flats	Goldsel Road/ Discovery Drive	Edge of Town Centre
T9	3 storey new flats (West Kent Housing)	Goldsel Road	Edge of Town Centre
T10	3/4 Storey flats (currently a car park planning.)	Goldsel Road	Edge of Town Centre
T11	4 storey retirement flats. Under construction	Bartholomew Way	Edge of Town Centre
T12	3 storey 75 bed care home	Hilda May Avenue	Edge of Town Centre
T13	3 storey equiv. new swimming pool	Hilda May Avenue	Edge of Town Centre
T14	3 storey new flats	St Marys Road far end	Edge of Swanley
T15	3 storey hotel	Maidstone Road	Edge of Swanley
T16	3 storey flats & town houses	Ladds Way	Edge of Town Centre

Character area:	Reference:	Assessor(s):	Date
Searles Court – Flats London Road South	T1	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
<p>25 flats built within one brick block with cement render on the surface in places. The structure is of 3 storeys built within last 10 years.</p> <p>Located on the far east edge of Swanley.</p> <p>.</p>	<p>The location is within a dip within a secluded area with trees and foliage partially obscuring it from London Road.</p> <p>Entrance to site via London Road with its own short driveway.</p>	<p>Car park at the rear for residents and visitors only accessible via security gates.</p>	<p>Driveway has additional space for vehicles to turn for deliveries and refuse collection etc...</p> <p>The site is within a triangle of land between London Road and A20 bypass.</p>

Character area:	Reference:	Assessor(s):	Date
Robina Court – Flats Corner London Road/Beechenlea Lane	T2	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
<p>Block built of brick 3 storey flats in the main with some of 2 storey construction on left hand side of the site towards Town Centre.</p> <p>The building comprises of 11 dwellings.</p>	<p>Set on the corner of Beechenlea Lane and London Road within an area of shrubbery and foliage at the front of the plot.</p> <p>There is a brick wall of approx 1 metre in height around the front/side of the plot.</p>	<p>To the rear of the plot there are garages for all 11 flats with a communal area set aside for clothes drying.</p>	<p>The plot is on the corner of London Road and Beechenlea Lane.</p> <p>An entrance to the flats is via a driveway in Beechenlea Lane which also allows access to the garages appertaining to the residents of the flats. An additional pedestrian entrance is located in the front of the building,</p>

Character area:	Reference:	Assessor(s):	Date
8 Storey Block of Flats Horizon House, Azalea Drive	T3	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
<p>Post 1960's commercial office block now converted to 56 individual flats in 2017. The building consists of 8 floors with entrances front and rear onto Azalea Drive.</p> <p>Currently under further refurbishment with ongoing cladding repairs to its external structure. Brick built with cladding. Access to the rear of the flats is via their own car park with electronic entrance gates. Entrance lobby is situated facing the shops in Station Approach/Azalea Drive.</p>	<p>The plot with the block of flats situated on the north-western end of the plot and with car parking albeit limited available to the residents situated to the eastern end (right hand side).</p> <p>The plot is on level ground with the building side-on with Azalea Drive.</p>	Car parking for the residents albeit limited is available & situated to the eastern end (right hand side) of the plot.	Exit from the car park onto Azalea Drive & Goldsel Road B258.

Character area:	Reference:	Assessor(s):	Date
Lila Place off Azalea Drive	T3	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Lila Place is in a cul-de-sac off Azalea Drive/Goldsel Road.</p> <p>There are 12 three storey flats/maisonettes on the north side of the plot, 7 Town Houses situated on the eastern side & 6 terraced 2 storey houses on the north-western end.</p> <p>Garages for the 6 terraced houses are enbloc and located in Azalea Drive.</p> <p>The southern side of Lila Place has the rear facing of Town Houses situated in Goldsel Road.</p>	<p>The plot is flat level with only a slight dip to the northeast corner.</p> <p>Resident/visitor car parking is available on the road for flats/maisonettes/terraced houses</p> <p>Car parking is available for the Town Houses by having their own driveway and garage at the front of the building.</p>	<p>Approx ½ mile to Swanley TC and 300 metres to Swanley Railway Station.</p>	<p>Access to B258 Swanley /Crockenhill is via Azalea Drive</p>

<p>Flats/maisonettes are of brick construction with flat roofing.</p> <p>A small grassed area at the front of flat/maisonettes/ terraced buildings. Town & terraced houses are brick built with tiled cladding below the windows. Built around the late 1960's /early1970's</p>			
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Character area:	Reference:	Accessor(s):	Date
Edge of Centre	T4	Robert Brickell	12/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
<p>This three-storey retirement complex has brickwork walls with part white stucco effect protruding sections has a pitched tiled roof and blends well with its surrounding buildings. It is located across the road from the Catholic primary school and church and adjacent to the two-storey office block in London Road</p>	<p>The building is built upon high ground at 78 metres which falls to a low point of 70 metres at the end of Sycamore Drive</p>	<p>The development is located within 400 feet of the small park in Bartholomew Way, EC5. It is also located within one third of a mile from the recreation ground which is an open sports facility provided by the Hart-Duke family for which the Town Council are trustees. It is local to the town centre shops and the local bus service which might be the only choice available for people of this age group. The development has its own private car park with a ratio of approximately 0.5 spaces per unit which is acceptable as not all residents still drive cars.</p>	<p>Access is from Sycamore Drive and Oakley Close. There are no cycle paths or cycle parking facilities. There is a small pathway around the main entrance it is a shared surface. There are no rights of way.</p>



A view of the three-storey private retirement development in Sycamore Drive taken for Bartholomew Way.

Character area:	Reference:	Accessor(s):	Date
Residential	T5	Robert Brickell	17/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, brideways, etc..
This development is in Oakleigh Close and consists of some 2 storey terraced houses and mainly three storey town houses. The walls consist of light-coloured brickwork and white rendered sections at ground floor level with pitched tiled roofs.	The buildings are built upon level ground at 72 metres elevation.	The development has hardly any green space. It is located approximately a third of a mile from the town centre shops. Car parking is provided for two cars, one garaged and one on drive way outside the houses.	Access is from Oakleigh close and Sycamore drive from the town centre. There are no pedestrian footpaths around the development with a shared road surface. There are no cycle paths or cycle parking facilities or public rights of way through the development.



A view of the three-storey town houses in Oakleigh Close looking west.



A view of the three-storey town houses in Oakleigh Close looking east.

Character area:	Reference:	Accessor(s):	Date
Residential	T6	Robert Brickell	17/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
This development was built in 2010 on the old hospital laundry site and consists of 2 storey houses and three storey flats. The walls consist of light-coloured brickwork and white cladding to the flats with pitched tiled roofs. The houses have a mixture of brickwork walls and white rendered upper sections with pitched tiled roofs.	The building is built upon high ground at 80 metres elevation which falls to a low point of 70 metres which falls away in a north east and westerly direction. The ground remains level at around 80 metres in a southerly direction back towards the town centre.	The development is located close to the amenity green space at Bonney Way. There are shrubs, hedges, and medium height trees around the development. It is located approximately a third of a mile from the town centre shops. Car parking is provided for two cars outside the houses and with group parking for the flats.	Car access is from Squirrel Close, Bonney Way and Sycamore drive from the town centre. There are pedestrian footpaths around the development to Bonny Way and public right of way SD81 links to Birchwood Park Avenue and the town centre. There are no cycle paths or cycle parking facilities.

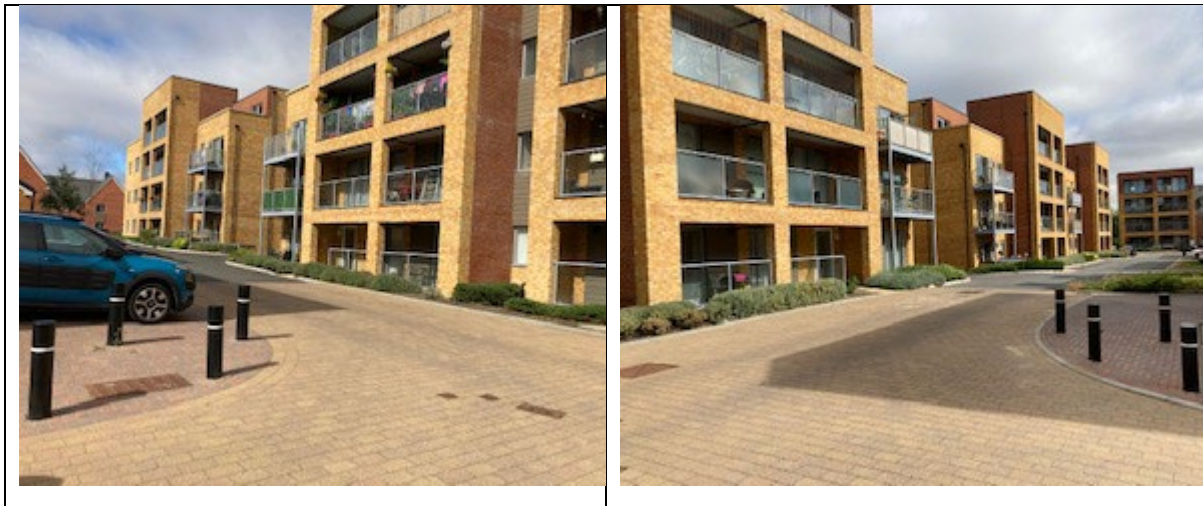


A view of the three-storey private flats in Squirrels Close looking west



A view of the three-storey private flats in Squirrels Close looking east

Character area:	Reference:	Assessor(s):	Date
4 Storey Flats, Discovery Drive Off Godsell Road	T8	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..

<p>6 blocks of 4 storey flats built of brick and with a balcony for each resident. Recent build completion of approx. 6 months.</p> <p>Built on the north end of a new housing estate built approx. 3-4 years ago.</p> <p>Entrance to flats front & rear of building.</p>	<p>Very small gradient on same level with roadway.</p>	<p>Limited car parking approx one per flat and a few spaces available for visitors.</p> <p>Overall parking is severely limited and doesn't cater for multi car occupancy.</p>	<p>Access to Goldsel Road via own site roadway leading to Discovery Drive.</p>
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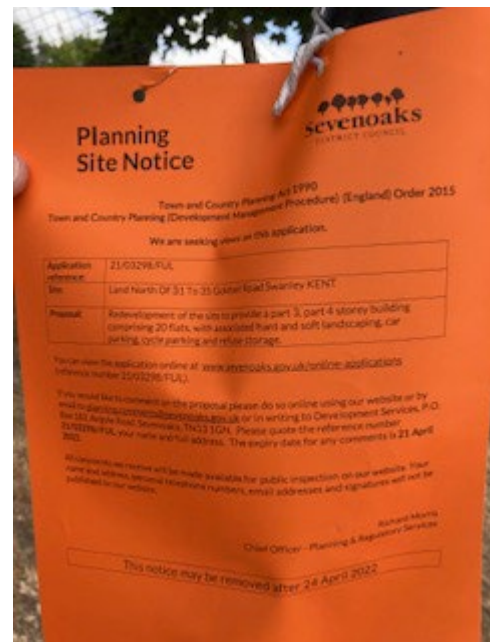
Character area:	Reference:	Assessor(s):	Date
3 Storey Flats, Discovery Drive Off Goldsel Road	T9	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..

<p>Recently erected off Discovery Drive approx 30 metres from road.</p> <p>Brick built with flat roof and balcony with each flat.</p> <p>The plot has an elevation going west to east parallel to Discovery Drive.</p>	<p>Communal/recreational area for all residents at front of building and Discovery Drive with plantation of shrubs.</p>	<p>Parking space at rear of flats for all residents with additional small area for approx 5 cars at front on Discovery Drive.</p>	<p>Access to Goldsel Road B258 via Discovery Drive.</p>
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Character area:	Reference:	Assessor(s):	Date
Car Park Goldsel Road/Discovery Drive	T10	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Sreets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, brideways, etc..

<p>Proposed development of the site to provide 3 & 4 storey flats with car parking, refuse storage and landscaping.</p> <p>Entrance proposed from Goldsel Road/ Discovery Drive</p> <p>Site situated at rear of a block of flats in Goldsel Road.</p> <p>Site currently used for staff car parking of nearby company.</p>	<p>Landscaping of sort proposed.</p>	<p>Facility for off road car parking proposed.</p>	<p>Access to Goldsel Road B258.</p>
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Character area:	Reference:	Accessor(s):	Date
	T11	Robert Brickell	15/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This three-storey retirement complex is under construction and has a lower ground floor to part of the building taking advantage of the sloping site. It has brickwork walls and a pitched tiled roof and appears to sit well with its surrounding buildings which are generally large two storey houses some of which are the remaining Victorian properties. It is	The building is built upon high ground at an elevation of 80 metres which falls to a low point of 74 metres in a easterly direction at the end of Bartholomew Way.	The development is located within 525 feet of the small park in Bartholomew Way, EC5. It is also located within one quarter of a mile from the recreation ground which is an open sports facility provided by the Hart-Duke family for which the Town Council are trustees. It is local to the town centre shops and the local bus service which might be the only choice available	The site stands on the corner of Birchwood Park Avenue and Bartholomew Way. Access is from Birchwood Park Avenue. There are no cycle paths or cycle parking facilities planned. There is a pathway around the development planned and the grounds around the building is planned for grassed areas and shrubs. The car

<p>located across the road from the ASDA supa store two storey building</p>		<p>for people of this age group. The development has its own private car park with a ratio of approximately 0.5 space per unit which is acceptable as not all residents will still drive cars. Small trees and shrubs close to the footpath look like they are to be retained, see photo below.</p>	<p>park appears to be a shared surface. There are no rights of way shown.</p>
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A view of the three-storey private retirement development under construction in Bartholomew Way.

Character Area	Reference	Assessors	Date
Inglewood 3 Storey Care Home	T12	John J. Roche	

Layout	Topography	Spaces	Roads, streets, routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..</p>

<p>Retirement housing complex spread over a mixture of 3/4 storeys located at the corner of The Spinney and The Oaks near to Swanley Park. The part of the building which comprises 4 storeys obtains the additional level because of a material dip/low lying level on part of the site facing the4 Spinney. Building entrance located on the corner where the two streets meet. Building facings a mixture of brick, tile and hanging wooden balconies. Separated from roads by a narrow green area masked from the road by hedging and low-level brick walls. Parking and delivery/services area to rear and accessed from the Oaks. Building surrounded by densely and closely built residential housing, some of which is social housing e.g. 3 storey building of a limited number of flats on opposite side of The Spinney. Roads crowded by many parked (areas residents) cars.</p>	<p>Site level along The Spinney by runs downhill along The Oaks from The Spinney</p>	<p>None</p>	<p>Public footpaths in front of building along both The Spinney and The Oaks (both public roads).</p>
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Character Area	Reference	Assessors	Date
Leisure Centre	T13	John J. Roche	

Layout	Topography	Spaces	Roads, streets, routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..</p>
<p>Controversial new Leisure Centre built on previously publicly accessible green space located at corner of Hilda May Avenue ("HMA") and Garrols Close. Modern light grey cladding covers</p>	<p>Hilda May Avenue is reasonably level for its entire length. At the point where the Leisure Centre has been built Hilda May Avenue (approx. north:south axis) bends quite notably at this point.</p>	<p>Leisure Centre parking to northern aspect of Leisure Centre.</p>	<p>Public pavement along HMA separated from Leisure Centre by narrow verge. No pavement on Garrols Close side of the site.</p>

<p>whole building with yellow/orange frieze above main entrance (c. midway of building along HMA). HMA is a busy road providing access to/from the Horizon Primary Academy/School, Social Services buildings (both located further along HMA), and a large area of housing (mixed private and social residential housing). Public bus transport runs in both directions along HMA. Bus stops (both directions of travel) adjacent to the Leisure Centre. White Oak Indoor Bowls Centre overshadowed to rear. Opposite this and behind it lies residential housing. Centre parking to northern aspect of building. Beyond this lies a small park with limited play equipment for small children. Mixture of buildings opposite Leisure Centre on other side of HMA including Horizon Primary Academy/School, residential housing</p>	<p>Garrolds Close is a short but steep hill which means that the height aspects of the Leisure Centre vary considerably between front and rear. On the opposite side of Garrolds Close there is an open green area with some mature trees. Land remains flat. Land on the opposite side of HMA slopes upward steeply towards Sycamore Drive which can be accessed from various points including Holly Tree Avenue which joins HMA opposite the Leisure Centre.</p>		
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Character Area	Reference	Assessors	Date
St Mary's Road Flats	T14	John J. Roche	

Layout	Topography	Spaces	Roads, streets, routes

Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
New brick built 3 storey block of flats built at far end of St Mary's Road from Town Centre (c.1 mile). Located adjacent to A20 (very noisy) from which separated by thin screen of trees and small parking area for residents. Building separated from road by implied pavement and separated from this by low shrubs. Other than A20 related noise area was 'quiet'. No residents seen. Very new/raw feeling to what otherwise struck me as a rather soulless development.	Topography flat. Situated in three-sided square ('open' end towards trees screening A20). Residential housing on all three sides.	Open space in centre of square with 2/3 seating benches. No amenities, services or shops identified.	No prominent pavements. No noticeable rights of way.

Character Area	Reference	Assessors	Date
3 Storey Hotel	T15	John J. Roche	August 29, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
Outlet of UK's largest UK hotel brand and adjacent outlet of allied family orientated and steak focused restaurant chain. Large car park to front of buildings and to one side serve the	Flat. Site sits on an area at the apex of two low hills which run downhill along the B2173 both towards the Town and away from it.	None	The site sits at the junction of London Road and Birchwood Road, the immediate area being known as Birchwood Corner. London Road (B2173) – main road into out of Swanley

<p>customers of both the hotel and the restaurant.</p> <p>Residential housing screens part of both the eastern and northern sides of the site. Mature trees screen the western side behind which is a retail garden furniture business and retail aquatic centre (tropical and cold-water fish).</p> <p>London Road side of the site open to the road from which the main entry to the site is accessed.</p> <p>The site is separated from the road by a low one railed wooden fence, public pavement and grass verges.</p> <p>There is a public bus stop on the London Road side of the site.</p> <p>The site is faced on the opposite side of London Road by a private caravan park and, in part, by Upper Hockenden Farm (Assessment B11).</p> <p>A retail petrol station and car salesroom are located on the opposite side of Birchwood Road.</p>			<p>runs alongside the southern orientated side of the site. The road is separated from the road by grass verges and a public pavement.</p> <p>London Road is the main road running in an approximate east-west direction into/out of Swanley.</p> <p>Birchwood Road is mainly screened from the eastern edge of the site by a row of houses. These houses also extend around a sharp corner following the course of Birchwood Road and thus screening part of the site on its northern side. Public pavements stretch along both Birchwood Road in front of the houses and along London Road. Part of the pavement serves the dual function of a cycle path.</p>
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View of 3 Storey Hotel and Beefeater Restaurant from opposite side of London Road

Character area:	Reference:	Assessor(s):	Date
Telston Court/Edwards Gardens, Ladds Way	T16	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
<p>Telston Court consists of a block of 15 three storey flats constructed of brick with a pitched tiled roof.</p> <p>The front of the block is situated in Ladds Way with access to each flat via Edwards Gardens.</p> <p>Various refuse/storage facilities for the residents are situated at the rear of the block between the building and car parking area.</p> <p>The flats are leasehold and managed by a management company</p>	<p>Telston Court is situated between Ladds Way and Edwards Gardens.</p> <p>The plot has a slight decline in elevation running east to west towards the road entrance at Edwards Gardens.</p>	<p>.Resident car parking is provided at the rear of the block by marked out spaces between the road and to the rear of the block.</p>	<p>Edwards Gardens road has both single and double yellow line parking restrictions. Access is by Ladds Way.</p> <p>Ladds Way is off Azalea Drive.</p>

HOUSING HERITAGE AND CIVIC BUILDINGS

Swanley Character Assessment Sites Housing Heritage and Civic Buildings			
Reference	Description	Location	Character Area
H1	The Beeches residential property	Hawthorn Park off Swanley Lane	Edge of Swanley
H2	The Keston residential property	Hawthorn Park off Swanley Lane	Edge of Swanley
H3	Homefield Cottage	65 Swanley Lane	Swanley
H4	Residential properties Late Victorian/Edwardian	21 & 23 Swanley Lane	Edge of Town Centre
H5	Residential properties Late Victorian/Edwardian	Birchwood Park Avenue	Edge of Town Centre
H6	William Mitchell Concrete Murals	Town Square	Swanley Town centre
H7	Row of Georgian semi- detached houses	Goldsel Road by bridge	Edge of Town Centre
H8	Row of Georgian semi- detached houses	Goldsel Road	Edge of Town Centre
H9	Gates to White Oak Hospital	London Road west	Edge of Town Centre
H10	St Marys Church	Corner of St Marys Road and London Road	Edge of Town Centre
H11	Town Council offices	St Marys Road	Edge of Town Centre
H12	Retirement Complex Kennett Court, Oakleigh Close	Off Sycamore Drive	Edge of Town Centre
H13	Small park	Bartholomew Way	Edge of Town Centre
H14	Holy Apostles Church	Sycamore Drive	Edge of Town Centre
H15	Police station	London Road	Edge of Town Centre
H16	Retirement Complex	London Road	Edge of Town Centre
H17	St Marys Vicarage	London Road	Edge of Town Centre
H18	Army Cadets	Swanley Lane	Edge of Town Centre
H19	Retirement Complex Churchill Retirement living	Birchwood Park Avenue/ Bartholomew Way	Edge of Town Centre

Character Assessment Pro Forma: Swanley Neighbourhood Plan

Character Area	Reference	Assessors	Date
The Beeches	H1	John J. Roche	May 16, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>Large residential house of apparent c.1920/30s construction Sited on right hand side of Hawthorn Place and on opposite site of the road to house called 'Keston' of similar construction and age. Presents left hand side of property to the road with front facing towards main road (Swanley Lane – main road between Swanley Town Centre and Hextable). Large plot surrounded by mixture c.6/8 foot wooden fencing and brick walls which obscures any clear view of the site. Property appears well maintained. Large black metal electronic gates providing access to large gravel surfaced parking area to front of house. Area very quiet (visited c.2pm). Large beech tree to front of property but outside of the boundary fence.</p>	<p>Located c. ¼ mile (c.half way) along Hawthorn Place (cul-de-sac). This road is at right angles to Swanley Lane and runs in a gentle gradient downhill from the main road.</p>	<p>Located in what appears to have been an old apple orchard (few old trees remain) but mainly surrounded on three sides by private detached residential housing of c.1980/90s construction. This housing obscures views from The Beeches of farmland (to rear of new development) and open/amenity space between newer housing and the Archer Way development (also accessed from Swanley Lane). This irregularly shaped space (c. 80 meters at widest point and 100 meters at longest point) provides clear view of farmland.</p>	<p>Hawthorn Place is a cul de sac. Access to some of the newer housing is sign posted as by way of a private road. Foot access to amenity space is via this private road otherwise from other side of this space i.e. Archer Way.</p>



Character Area	Reference	Assessors	Date
The Keston	H2	John J. Roche	May 16, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>Large residential house of apparent c.1920/30s construction Sited on left hand side of Hawthorn Place and on opposite site of the road to house called 'The Beeches' of similar construction and age.</p> <p>Presents right hand side of property to the road with front facing towards main road (Swanley Lane – main road between Swanley Town Centre and Hextable). Large plot surrounded by c.8-foot brick walls which obscures any clear view of the site. Property appears to be not as well maintained as The Beeches e.g. older style.</p> <p>Large solid wooden gates providing access to large surfaced parking area to front of house.</p> <p>Area very quiet (visited c.2pm).</p>	<p>Located c. ¼ mile (c.half way) along Hawthorn Place (cul de sac). This road is at right angles to Swanley Lane and runs in a gentle gradient downhill from the main road.</p>	<p>Located in what appears to have been an old apple orchard (few old trees remain). Surrounded back and front by private detached residential housing of c.1980/90s construction. This housing obscures views from Keston of farmland (to rear of new development). The Beeches is on the other side of the road (Hawthorn Place) to the right of the property. This and new housing adjacent to it hide the open/amenity space between newer housing and the Archer Way development (also accessed from Swanley Lane). This irregularly shaped space (c. 80 meters at widest point and 100 meters at longest point) provides clear view of farmland.</p>	<p>Hawthorn Place is a cul de sac. Access to some of the newer housing is sign posted as by way of a private road. Foot access to amenity space is via this private road otherwise from other side of this space i.e. Archer Way.</p>



Character Assessment Pro Forma: Swanley Neighbourhood Plan

Character Area	Reference	Assessors	Date
Homefield Cottage	H3	John J. Roche	May 16, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
Cottage painted pink (long standing practice which	Effectively sitting at bottom of a slope (Homefield Close rises from Swanley	Sits in residential area. Other housing appears c.1950/60s and unsympathetic	Located on corner of Homefield Close (provides access to other residential

<p>has led to some people referring to the cottage as the 'Pink House'. Small detached cottage (no evident build date but appears Victorian) enlarged via one storey extension to rear covering c.half the width of the original cottage. Minimal front garden, c.30 foot rear garden running alongside Homefield Close and across full width of Cottage (estimate as no clear/full view of rear of property).</p>	<p>Lane) thus Cottage front presents c.6 foot high concrete wall topped by private hedge to Swanley Lane).</p>	<p>to character of Cottage i.e. detached pairs of semis of brick and grey construction. Residential houses on facing side of Swanley lane also unsympathetic to Cottage c.1950s build.</p>	<p>housing) and Swanley Lane (main road between Swanley Town Centre (c.1/4 mile away) and Hextable.Road. This is a rather busy road.</p>
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Character Area	Reference	Assessors	Date
21/23 Swanley Lane	H4	John J. Roche	July 4, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
A pair of two storey double semis on the corner of Bartholomew Way and Swanley Lane roundabout at the junction with Swanley Lane. The properties are effectively located adjacent to the Town Centre. One of the two car parks for use of the ASDA supermarket is	The properties sit at the bottom of a short hill. There was no access to the rear but both appear to have reasonably sized rear gardens. There appeared to be a small parking area at the rear of No.21 which would be accessed/exited via Bartholomew Way.	None	Properties are located at a very busy round junction controlled by way of a small roundabout. The road is one of the main thoroughfares through the Town for destinations in various directions. Swanley Lane runs in an approximate

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>situated on the opposite side of Bartholomew Way. This car park sits high above the road on an elevated area. The 'frontage' of this platform is rendered in brick to which life size outlines of soldiers have been attached to commemorate those residents of the Town who died in the First World War. The properties sit on a raised level from Swanley Lane from which both are accessed. The frontage of both slopes down to Swanley Lane. The use of the properties is entirely different. No.21 has been subdivided into six flats (accessed from the side/rear of the building) whilst No.23 is a Care Home. Sight of No.21 is obscured by way of a tall and untidy screen of small trees. This separates the property from the road (Swanley Lane). Access to the property is via a metal gate which passes through the tree screen.</p> <p>The frontage of No.23 is open to view. It is tidily maintained with minimal planting of</p>	<p>No.23 had no visible parking area but a reasonably wide and well-maintained roadway runs along the side of the property(opposite No.21) which might provide access to the rear of the property. The rear gardens appear to back onto the land on which the new Nursing Home fronting Birchwood Park Avenue is being constructed.</p>		<p>north:south axis to/from Hextable and further on to Dartford. The B258 High Street runs in the direction of the M25 which is c.2 miles distant (easterly direction) and towards the A20 and thus on to south east London (westerly direction).</p>

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
shrubs and a wide flagstone path from the street to the front door. A public pavement runs in front of both properties			

Character Area	Reference	Assessors	Date
Late Victorian/Edwardian Houses, Birchwood Road Avenue	H5	John J. Roche	July 4, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
A pair of two storey double semis on the corner of Birchwood Park Avenue and Bartholomew Way which slopes downward towards the roundabout at the junction with Swanley Lane. The properties are respectively known as The Grove (nearest Bartholomew Way) and Wyndham. The usage is quite different in that The Grove is residential. It has hard paving at the front to enable residential parking. The hard surface is	Birchwood Park Avenue is a short cul de sac which runs level for its entire length. It is effectively at the top of a small hill with the land behind the properties on the opposite side of the Avenue falling in a downward direction to Swanley Lane (main route between Swanley and Hextable).	The rear gardens of the two properties back onto Bartholomew Way Park. This is a small public area landscaped with bushes and trees. A footpath runs between the two gates (both accessed vis Bartholomew Way) across the park. Public seating benches are sited by the side of the path at c2/3 points. The park lies between these houses and the rear of the Holy Apostles Catholic Church and St	Properties separated from the road by small/low brick wall and a public pavement. Public footpath towards Crockenhill can be accessed from the far end of the Avenue. The Avenue is accessed/exited vis Bartholomew Way which is a very busy road being part of the east:west egress through the Town.

<p>softened in part by some seemingly well maintained but small flower beds.</p> <p>Wyndham is principally utilized by a dental practice. The second storey appears to be residential living space to which a separate entrance exists. The front, side and rear of this part of the building also comprise hard surfaces, this to enable staff and patient parking.</p> <p>The rear gardens appear of reasonable size (no access available) with that for The Grove running along part of the length of Bartholomew Way. It is separated from the road by a 6/7-foot-high brick wall and a public pavement. The rear of the ASDA supermarket and the allied warehouse lies on the opposite side of Bartholomew Way. There is also a public bus stop on that side of the road.</p> <p>A new residential home (Churchill) is currently being built on the opposite side of Birchwood Park Avenue to these properties.</p> <p>The other properties in the Avenue are of much later design and construct (1960/1970s). Each are fully detached.</p>		<p>Bartholomew's Primary School, both of which front onto Sycamore Drive.</p>	
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Character Area	Reference	Assessors	Date
	H6	Lorraine Hart	July 4, 2022



The Swanley Centre was developed by Taylor Woodrow Properties between 1968 and 1971, providing shops with a pedestrian piazza, storage space, a clinic, car parking and service facilities on six acres of land to the south of the High Street in the centre of Swanley. Mitchell's contribution to the scheme was a pair of cast concrete staircases to the residences above the shops. The staircase panels feature spiralling shapes and combinations of rhythmic interplays of impressed motifs, reminiscent of the designs for the Three Tuns Public House in Coventry (listed Grade II; List entry 1393443), albeit in a simplified form. For the commission, Mitchell's team created a range of bespoke moulds that could be fitted into the formwork, enabling bold cast friezes of rich relief on the part of the two staircases that face each other from across the square. The sides of the staircases feature further abstract imagery, with the lower walls forming a T-shaped support beneath the landing return. The pattern inserted onto the inner wall follows the angle of the handrails (one in a straight line, the other staircase with a staggered drop), below which the wall treatment changes to a flat rough-cast concrete surface.

The murals, along with a separately-commissioned totem clock tower that was originally positioned in the centre of the piazza, provided a striking contrast with the restrained modular architecture of the centre.

William Mitchell (1925-2020) was a leading public artist in the post-war period. Throughout his career he used various materials but is best known for his work in concrete; for which he employed innovative and unusual techniques to produce distinctive tactile sculptures. The abstract style of the Swanley murals embody Mitchell's interest in integrating patterns and designs from a wide range of cultures; this is reflected in much of Mitchell's work from the mid-1960s and is sometimes referred to as his 'Aztec' style.

Character Area	Reference	Assessors	Date
Row of Georgian semi-detached houses	H7	John J. Roche	July 4, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>Row of six double semi detached two storey residential houses located close to Swanley Town Centre (c.1/4 mile). Sited on left hand side of Goldsel Road (travels approximate north:south axis leaving Swanley in direction of Crockenhill) just past the road bridge which crosses the railway line to/from Swanley Station. Design concept (paired semis) was used elsewhere in Swanley. The nearest example is further along Goldsel Road towards Crockenhill (Assessment ref. H8). These properties have more of an older aura (believed to be Victorian) than those referenced here. More difficult to gauge the age of these properties by possibly constructed after the Victorian Villas and between the reigns of Queen Victoria and George V (1910-1936). Properties opposite Station Approach (exit road from Swanley Station. Spacing between each set of semis is minimal. No sight of rear of</p>	<p>Houses on level ground along the direction of the road. No sight of rear gardens but there may be a drop downwards at the rear in the direction of the Paper Mill. The road drops notably to run downhill in the direction of the railway bridge and onwards to the junction with the roundabout at the end of Swanley High Street. The railway line which runs past the Paper Mill and at an angle across the houses on the opposite side of Goldsel Road, is contained in a deep culvert. On Goldsel Road the culvert is separated from the public pavement by metal railings and small trees/shrubs.</p>	<p>No sight of rear of properties thus unable to check size of/whether any rear gardens exist. Sight of maps suggest rear gardens do exist. Front boundary of properties separated from the road by public pavement.</p>	<p>Goldsel Road is a major thoroughfare providing access to and exit from Swanley as well as access to roads running through the town to other routes including the M25. Goldsel Road is heavily used by private and public transport as well as commercial traffic including heavy lorries entering and leaving the Paper Mill.</p>

<p>properties. Swanley Paper Mill site adjacent to railway line and appears to extend behind at least some of the in the row.</p> <p>At the end of the row furthest from the bridge there is a three-storey building comprising twelve flats. This building is of later design and construct (1960/70s).</p> <p>What would originally have been small front gardens have all been covered with hard surfaces to provide space to park resident's cars. No barriers between those surfaces and public pavement.</p> <p>Public bus stop on opposite side to the road (opposite houses nos. 21/23) and c.25 meters from end of last property in the row towards the direction of Crockenhill.</p>			
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Character Area	Reference	Assessors	Date
Victorian Villas, Goldsel Road	H8	John J. Roche	May 16, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
Series of six spaced semi-detached houses located c. half a mile from Swanley Town Centre on left hand side of Goldsel Road when leaving Swanley in the	Goldsel Road is flat and open. Road runs in a straight line back to the railway bridge at Swanley where a gradual slope downwards begins.	Houses situated in a residential area. Other housing appears to be of c.1960/70s construction. Design totally unsympathetic to character of the	Goldsel Road is one of the main exits from Swanley and thus quite busy most of the day. Footpath sloping downhill into the High Firs development to

<p>direction of Crockenhill. Houses screened from the road low walls topped by hedging of various shrubs/small trees c.6/8 feet high. Each property accessed via own gated footpath. No available sight of rear elevations/gardens. Various original features still evident e.g. brickwork surrounding gateways, low walls to front, door corbels decorative brick work just below gutter/roof level. Each house bears a name carved into stone corbels above respective front doors.</p>	<p>It also runs straight towards Crockenhill passing the High Firs and Pinks Hill housing estates (on left hand side) before crossing the A20 (road bridge). Distance c.half a mile. Land at rear of the Villas slopes downhill thus Villas effectively situated on level ground on top of a hill. This ground stretches more or less flat towards railway and Swanley Town Centre.</p>	<p>Villas both in style and materials used. High Firs development to right hand (Crockenhill) side of the Villas. Maisonettes to left (Swanley side) of the Villas is fronted with white (plastic/synthetic?) boarding. Residential houses on facing side of Goldsel Road are three storey and also fronted with white boarding.</p>	<p>Crockenhill side Villas separates them from the houses at the top of the development.</p>
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Character Area	Reference	Assessors	Date
Gates of former White Oak Hospital	H9	John J. Roche	June 12, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
Located on the north side of London Road close to the Town Centre. Original main Gateway together with related pillars and short section of the wall (topped in part by iron railings) are all that remain of	The Gates are close to the apex of a small hill which plateaus at the Town Centre which lies nearby. London Road thus follows a short hill down from the	The Gates now front (to London Road) the White Oak Place business park (CA-B8) and associated car park. These are private areas available to the users of the offices	The Gates and adjoining pedestrian entry are permanently locked and provide no access to the business park and/or related spaces. Pedestrian access is via a gateway on

<p>the former White Oak Hospital (opened 1903, closed 1950). Small post box (still in use) bearing name of King George situated at the end of the wall nearest to the Town Centre.</p> <p>Rectory of St Mary's CoE parish church and Swanley Police Station are opposite the Gates and wall on the south side of London Road.</p> <p>London Road is very busy, it is one of the main routes (traffic and pedestrian) into, through and out of Swanley principally on an approximate east west axis.</p>	<p>Town Centre past the Gates.</p>	<p>comprising the business park. The business park is close to the Town Centre (CA1-7). It sits on the corner of London Road and Bartholomew Way facing towards the Town Centre and thus overlooking one of the main car parks for the ASDA store, both of which lie on the opposite side of Bartholomew Way.</p>	<p>Bartholomew's Way (open during business hours).</p>
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Character area:	Reference:	Accessor(s):	Date
	H10	Robert Brickell	05/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
St Mary's church was built in the early 1900's. The elevation facing the roundabout is quiet imposing with its tall stone window frames set in brickwork with buttress supports and pitched tiled roof. The entrance in St Mary's Road by contrast is rather plain with its flat end. The length of the building looks almost as if the church should have been built much longer. Nether the less it's a large church for a small rural town at the time of its construction. This is a High Church of England, place of worship.	The building is built upon high ground at an elevation of 77 metres with the surrounding land being fairly level in all directions, except that London Road falls to a low point at 65 metres.	The church has a small car park and is enclosed by a hedge with tall mature trees around the grounds. There is a cemetery accessed from St Mary's Road which looks to have very little capacity for any further burials.	Access is from St Mary's Road. There are no cycle paths or cycle parking facilities. There is a shared surface for access to the Church and grassed footpaths around the cemetery. There are no rights of way.



H10 A view of St Mary's Church from the roundabout connecting London Road to Bartholomew Way and St Mary's Road. Note the war memorial to the right of the lamp post which used to be located at the junction of the High Street and Swanley Lane which is now part of ASDA's car park.

Character area:	Reference:	Accessor(s):	Date
	H11	Robert Brickell	05/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
This two-storey building with walls of brickwork at ground floor and tile cladding to the first floor has a pitched tiled roof. This building replaced the existing civic centre in the mid 1970's. Is located across the road from Swanley senior school a single/ two storey building which is to be rebuilt soon.	The building is built upon high ground at 78 metres with the surrounding which is fairly level in all directions	The development is located adjacent to the recreation ground which is an open sports facility provided by the Hart-Duke family for which the Town Council are trustees. There are two full size football pitches, tennis courts and skate boarding facility. One of the pitches is currently used by Swanley Rugby Club. There is a car park which is free to those using the Alexander suite or Clock	Access is from St Mary's Road. There are no cycle paths or cycle parking facilities. There is a footpath around the perimeter of the building otherwise it's a shared surface. There are no rights of way.

		House suite facilities its just necessary to register the vehicle. Members of the public can use the car park but there is a charge which has to be paid on-line or by telephone.	
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A view of the Town Council Civic Centre, Alexander function suit and car park from St Mary's Road.

Character area:	Reference:	Accessor(s):	Date
Edge of Centre	H12	Robert Brickell	12/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..
This three-storey retirement complex has brickwork walls with part white stucco effect protruding sections has a pitched tiled roof and blends well with its surrounding	The building is built upon high ground at 78 metres which falls to a low point of 70 metres at the end of Sycamore Drive	The development is located within 400 feet of the small park in Bartholomew Way, EC5. It is also located within one third of a mile from the recreation ground which is an	Access is from Sycamore Drive and Oakley Close. There are no cycle paths or cycle parking facilities. There is a small pathway around the main entrance it is a

<p>buildings. It is located across the road from the Catholic primary school and church and adjacent to the two-storey office block in London Road</p>		<p>open sports facility provided by the Hart-Duke family for which the Town Council are trustees. It is local to the town centre shops and the local bus service which might be the only choice available for people of this age group. The development has its own private car park with a ratio of approximately 0.5 spaces per unit which is acceptable as not all residents still drive cars.</p>	<p>shared surface. There are no rights of way.</p>
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A view of the three-storey private retirement development in Sycamore Drive taken from Bartholomew Way.

Character area:	Reference:	Accessor(s):	Date
	H13	Robert Brickell	12/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
This small park is located off Bartholomew Way. It has mature trees and shrubs with lawn areas and seating at intervals.	This park is located on flat high ground at between 80 - 81 metres which falls to a low point of 75 metres at the end of Bartholomew Way in an easterly direction.	The park is located close to the retirement developments on the corners of Sycamore Drive (EC4) and Birchwood Park Avenue (EC18) It is also located close to the town centre shops. It is local to the town centre shops. There are no car parking facilities. There are no refreshment facilities or public toilets.	Access is from Bartholomew Way with an entrance/exit at either end. There are no cycle paths or cycle parking facilities. There is a meandering pathway around the park.



A view of the small park off Bartholomew Way showing mature trees, shrubs and pathways.

Character area:	Reference:	Accessor(s):	Date
	H14	Robert Brickell	14/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
The Roman Catholic parish church of the Holy Apostles was registered in 1965 superseding a church hall in 1931, it is situated in the former chapel of the Victorian Kettlewell hospital. The building is a stone built single storey structure with pitched tiled roof. It is in Sycamore Drive adjacent to the Roman Catholic St Bartholomew's primary school which is a brick built 1/2 storey building with flat roofs. The church is located on the corner with Bartholomew Way.	The building is built upon high ground at an elevation of 79 metres with the surrounding land being fairly level in all directions, except that Bartholomew Way falls to a low point at 75 metres towards the roundabout with Swanley Lane.	The School has a small car park and there is limited time parking in Sycamore Drive. The Church and school are shielded from the road by a hedge and medium height trees.	Access is from Sycamore Drive. There are no cycle paths or cycle parking facilities. There is a shared surface for access to the Church and school. There are no rights of way.



A view of Roman Catholic Holy Apostles Church from the corner of Sycamore Drive and Bartholomew Way.

Character area:	Reference:	Accessor(s):	Date
Edge of Centre	H15	Robert Brickell	14/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
The Police station in London Road is a two-storey building with light brickwork to the ground floor and clad type structure to the first floor with extensive glazing. The building has a flat roof.	The building is built at an elevation of 74 metres with the land falling to a low point at 60 metres along London Road in a westerly direction.	The Police station has a car park to the front of the building and secure parking to the rear accessed from Ruxton Close.	Access is from London road. There are no cycle paths or cycle parking facilities. There is a shared surface for access to the Police station. There are no rights of way.



A view of The police Station, London Road West.

Character area:	Reference:	Accessor(s):	Date
Edge of Centre	H16	Robert Brickell	12/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
This three-storey retirement complex has red brickwork walls and has a pitched tiled roof with dormer windows in the roof space. It is located next door to the police station and opposite the entrance to the business unit EC7/B9.	The building is built upon high ground at 73 metres which falls to a low point of 60 metres further west along London Road.	There is an open grassed area to the front of the building with a couple of mature trees. It has internal court yard areas laid to grass with shrubs. The development is located within 0.25 miles of the small park in Bartholomew Way, EC5 and recreation ground which is an open sports facility provided by the Hart-Duke family for which the Town Council are trustees. It is local to the town centre shops and the local bus service which might be the only choice available for people of this age group. The development has very limited car park at the rear accessed from Ruxton Close.	Access is from Sycamore Drive and Oakley Close. There are no cycle paths or cycle parking facilities. There is a small pathway around the main entrance it is a shared surface. There are no rights of way.



A view of the three-storey private retirement development taken from London Road west.

Character area:	Reference:	Accessor(s):	Date
Edge of Centre	H17	Robert Brickell	12/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
This two-storey building is the vicarage and is located adjacent to St Mary's church in London Road it has white stucco walls and a pitched tiled roof. It is also located next to the police station	The building is built upon high ground at 75 metres which falls to a low point of 60 metres further west along London Road.	The building is well screened from the road with tall mature trees which also surround the property. It has garage parking as well as on the driveway to the property.	Access is from London Road. There are no cycle paths or cycle parking facilities. There are no rights of way.



A view of the two-storey Vicarage taken from London Road west, located adjacent to St Mary's church.

Character area:	Reference:	Accessor(s):	Date
	H18	Robert Brickell	15/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
This two-storey building is the home of The Kent Army Cadet Force and is located close to the roundabout between Swanley Lane and Bartholomew Way. It has rendered white walls and a pitched tiled roof.	The building is built upon high ground at an elevation of 74 metres which falls to a low point of 60 metres further west along London Road.	The building is well screened from the road with tall shrubs and to the rear with mature trees. The public footpath is between the shrubs and fence to the hall. It has a small parking area behind the fence which is used by the cadets and public on polling days.	Access is from the B258 between the two roundabouts. There are no cycle paths or cycle parking facilities. There are no rights of way.



A view of the two-storey Drill Hall of The Kent Arm Cadet Force taken from the High Street end of Swanley Lane.

Character area:	Reference:	Accessor(s):	Date
Edge of Centre	H19	Robert Brickell	15/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc.)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc.	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc.
This three-storey retirement complex is under construction and has a lower ground floor to part of the building taking advantage of the sloping site. It has brickwork walls and a pitched tiled roof and appears to sit well with its surrounding buildings which are generally large two storey houses some of which are the remaining Victorian properties. It is located across the	The building is built upon high ground at an elevation of 80 metres which falls to a low point of 74 metres in a easterly direction at the end of Bartholomew Way.	The development is located within 525 feet of the small park in Bartholomew Way, EC5. It is also located within one quarter of a mile from the recreation ground which is an open sports facility provided by the Hart-Duke family for which the Town Council are trustees. It is local to the town centre shops and the local bus service which might be the only choice available for people of this	The site stands on the corner of Birchwood Park Avenue and Bartholomew Way. Access is from Birchwood Park Avenue. There are no cycle paths or cycle parking facilities planned. There is a pathway around the development planned and the grounds around the building is planned for grassed areas and shrubs. The car park appears to be a

<p>road from the ASDA supa store two storey building</p>		<p>age group. The development has its own private car park with a ratio of approximately 0.5 space per unit which is acceptable as not all residents will still drive cars. Small trees and shrubs close to the footpath look like they are to be retained, see photo below.</p>	<p>shared surface. There are no rights of way shown.</p>
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A view of the three-storey private retirement development under construction in Bartholomew Way.

TOWN CENTRE MIXED USES

Swanley Character Assessment Sites Town Centre Mixed uses			
Reference	Description	Location	Character Area
TC1	Retail shops	London Road	Swanley Town Centre
TC2	Town Centre	London Road	Swanley Town Centre
TC3	Wilkinson store	Nightingale Way	Swanley Town Centre
TC4	Iceland store	London Road	Swanley Town Centre
TC5	Town square	London Road	Swanley Town Centre
TC6	Cedars doctor's surgery	Nightingale Way	Swanley Town Centre
TC7	Pedestrian area	London Road	Swanley Town Centre
TC8	Asda Superstore	London Road	Swanley Town Centre
TC9	Retail shops	London Road	Swanley Town Centre
TC10	Aldi store	Nightingale Way	Swanley Town Centre
TC11	Oaks Doctors Surgery	Nightingale Way	Swanley Town Centre
TC12	Berkeley Court residential	Nightingale Way	Swanley Town Centre
TC13	Nightingale House residential/retail	Nightingale Way	Swanley Town Centre
TC14	Residential/office	St Marys Road/ Little Heath	Swanley Town Centre
TC15	Swanley link	London Road	Swanley Town Centre
TC16	Fire station	London Road	Swanley Town Centre
TC17	Telephone Exchange	London Road	Swanley Town Centre
TC18	Old Post office (now place of worship)	London Road	Swanley Town Centre
TC19	Retail	Station Road	Swanley Town Centre
TC20	Retail	High Street	Swanley Town Centre
TC21	Retail	High Street	Swanley Town Centre
TC22	Retail	High Street	Swanley Town Centre
TC23	Retail	High Street	Swanley Town Centre
TC24	Residential social housing	Bevan Place	Swanley Town Centre
TC25	Retail	High Street	Swanley Town Centre
TC26	Business unit	Park Road	Swanley Town Centre
TC27	New residential/retail	High Street	Swanley Town Centre
TC28	New residential/ business	High Street	Swanley Town Centre
TC29	New residential/retail	High Street/ Bevan Place	Swanley Town Centre
TC30	Lullingstone Castle Public House	High Street	Swanley Town Centre

Character area:	Reference:	Assessor(s):	Date
Town Centre	TC1	Robert Brickell	03/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>A new shopping centre for the town was built on the south side of London Road in the early 1970's of 5,624 square metres area, which brought about a shift away from the High Street and Station Road as the town centre. The development is of two storey construction with shops at ground and first floor level with some flats at first floor. The development is shortly to have an additional floor constructed to provide flats and a conversion of the existing first floor to flats under permitted rights planning rules. This will meet the NPPF requirements to allow upward extensions but still maintain the character and height of buildings in the town centre at 2 – 3 stories. The development is a typical small town 1970's shopping centre with its two-storey flat roof construction. The new floor will be of timber construction</p>	<p>The development is built upon a hill at an elevation of 80 metres that falls away to a low point of 60 metres elevation in a north, East and westerly direction.</p>	<p>The development abuts the outdoor sports facility and recreation ground which was provided by the Hart Dyke family, in Trust for the people of Swanley, as an outdoor recreation facility and is much valued by residents. The Trust is administered by STC. There is a Town square (TC5) which coupled with the pedestrianization of London Road (TC7) provides the Towns Market on Wednesdays. The car park serving the development (CP3 – CP6) currently has 282 car parking spaces. The KCC Design Guide Parking Standards 2021, indicates a figure of 408 parking spaces based upon the various shop uses. There has been a reduction in parking spaces due to land being sold off for the Berkeley housing development. No parking provision has been made for residents of the new 36 flats at first and</p>	<p>The vehicular route to the development is from the roundabout at the eastern side of London Road into Nightingale Way to the car parks. Car park (CP3) has in/ out access whereas car parks CP4 – CP6 exit onto London Road west. There are no designated pathways through the car parks. London Road is fully pedestrianised between the ASDA supa store and this development (TC7). There are no designated cycle ways but there are cycle parking spaces. There are no designated rights of way.</p>

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
with Cedar wood cladding. There is a town centre square (TC5) This has external staircases to the first floor which have concrete murals by the acclaimed artist William Mitchell and are a heritage asset that needs to be retained in situ.		new second floor level.	



TC1 View of Town Centre 1970's shopping unit from Pedestrianised area of London Road western end.



TC2 View of Town Centre 1970's shopping Centre from Pedestrianised area of London Road eastern end.



TC3 View of Town Centre 1970's shopping Centre from the rear of Nightingale Way western end.



TC4 View of Town Centre 1970's shopping centre from the Town Square



TC5-1 View of Town Centre 1970's shopping centre into the Town Square from the pedestrianized London Road.



TC5-2 The Concrete murals to the Staircase to the first-floor western side, in the Town Square, by the artist William Mitchell, which are a heritage asset.



TC5-3 The Concrete murals to the Staircase to the first-floor eastern side, in the Town Square, by the artist William Mitchell, which are a heritage asset.



TC6 View of the pedestrianised London Road from the main roundabout with steps going up to the high point in the town



TC7 The Cedars Surgery which is part of the 1970's shopping centre.

Character area:	Reference:	Assessor(s):	Date
Town Centre	TC8 - 9	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
A new shopping supa store of 9,457 square metres area was built on the north side of London Road in the early 1980's, which confirmed this part of the town as its centre. The development is generally of single storey (TC8) construction with a small section of two storey (TC9). Care has been taken to ensure that the overall height of the development is in keeping with the 1970's shopping development. Sadly, the Victorian heritage dwellings along Birchwood Park Avenue had to be demolished to make way for this development leaving only a few of these properties at the corner of the Avenue and Swanley Lane.	The development is built upon a hill at an elevation of 81 metres that falls away to a low point of 60 metres elevation in north, east and westerly direction.	There is a small park on the north side of Bartholomew Way opposite car park (CP1). Although this tends to be underused it provides much needed green space to the area. There is a Town square (TC5) which coupled with the pedestrianisation of London Road (TC6) provides the Towns Market on Wednesdays. The car park serving the development (CP1 – CP2) currently has 560 car parking spaces. The KCC Design Guide Parking Standards 2021 indicates a figure of 578 parking spaces. Parking is free but time limited. Motorists prefer to queue, causing congestion on roads, rather than pay for parking in the 1970's shopping development.	The vehicular route to the development is from the roundabout at the eastern side of London Road into car park (CP2). Car park (CP1) is accessed from the roundabout at London Road west at the junction with Bartholomew Way. There are no designated pathways through the car parks. London Road is fully pedestrianised between the ASDA supa store and the 1970's development (TC6). There are no designated cycle ways but there are cycle parking spaces. There are no designated rights of way.



TC8 Main entrance to the ASDA supra store which was built in 1980, looking from the western end of the pedestrianized London Road



TC9 The shopping units built as part of the 1980 development, looking from the eastern end of the pedestrianized London Road.

Character area:	Reference:	Assessor(s):	Date
Aldi Store Town Centre	TC10	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
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Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>ALDI opened a new shopping store of 1,403 square metres area within previously developed land. The development is of single storey (TC10) construction with a pitched tiled roof.</p>	<p>The development is built upon a hill at an elevation of 79 metres that falls away to a low point of 60 metres elevation in a north, east and west direction.</p>	<p>The development abuts the outdoor sports facility and recreation ground which was provided by the Hart Dyke family in a Trust for the people of Swanley, as an outdoor recreation facility, and is much valued by residents. The car park serving the development (CP7) currently has 68 car parking spaces. The KCC Design Guide Parking Standards 2021, indicates a figure of 89 parking spaces based upon the various uses. Parking is free but time limited. The car park is often full to capacity.</p>	<p>The vehicular route to the development is from Sy Mary's Road and Nightingale Way. The exit is from Nightingale Way onto London Road. There is a designated foot way across the car park to the store from the public footpath. There are no designated cycle ways or cycle parking spaces. There are no designated rights of way.</p>



TC10-1 ALDI store showing the designated footway

Character area:

Reference: Assessor(s):

Date

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>The Oaks doctor's surgery was built in the early 1980's. This two-storey brick-built structure with pitched tiled roof is architecturally pleasing in appearance. It was built due to the towns expansion meaning that the Cedars surgery (TC7) could not cope with increased demand. It's hoped that the purchase of car park CP4 from the current owners will enable a new health hub to be built incorporating both the Oaks and Cedars surgeries</p>	<p>The development is built upon a hill at an elevation of 80 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.</p>	<p>The development abuts the outdoor sports facility and recreation ground which was provided by the Hart Dyke family in a Trust for the people of Swanley as an outdoor recreation facility and is much valued by residents. There is no car parking serving this surgery as no land was purchased for this purpose. Parking is reliant on the shopping centre car parks. It is hoped that parking for staff, doctors, emergency vehicles and the disabled can be provided as part of a new health hub but, the level of parking indicated in The KCC Design Guide Parking Standards 2021, is unlikely to be met.</p>	<p>The vehicular route to the development is from Nightingale Way. The exit is from Nightingale Way onto London Road west. There are no designated pathways through the car park. There are no designated cycle ways or cycle parking spaces. There are no designated rights of way.</p>



TC11 The Oaks surgery.

Character area:	Reference:	Assessor(s):	Date
Berkeley Court residential	TC12	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This three-storey block of flats, known as Berkeley Court was built in 1983 on part of the 1970's development car park. It's a brick-built structure with pitched tiled roof.	The development is built upon a hill at an elevation of 80 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	The development abuts the outdoor sports facility and recreation ground which was provided by the Hart Dyke family in a Trust for the people of Swanley as an outdoor recreation facility and is much valued by residents. This development has its own private car park with 43 car parking spaces which exceeds the current KCC Design Guide Parking Standards 2021.	The vehicular route to the development is from the roundabout at London Road east via Nightingale Way. The exit is from Nightingale Way onto London Road west. There are no designated pathways through the car park. There are no designated cycle ways or cycle parking spaces. There are no designated rights of way.



TC12 Berkeley Court residential flats viewed from Nightingale Way. The recreation ground is to the rear.

Character area:	Reference:	Assessor(s):	Date
Nightingale House Residential/retail	TC13	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This three-storey building known as Nightingale House has a ground floor shop with two storeys of flats above. It's a brick-built structure with flat roof in a prominent position just off the main town centre roundabout at the access to Nightingale Way.	The development is built upon a hill at an elevation of 79 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	This development has its own private car park with 15 car parking spaces which would comply with the current KCC Design Guide Parking Standards 2021.	The vehicular in/out route to the development is from the roundabout at London Road east via Nightingale Way. There is a pedestrianised area to the front of the development and pathway to the car park at the rear. There are no designated cycle ways or cycle parking spaces. There are no designated rights of way.



TC13 Nightingale House viewed from the main roundabout into the town and showing the entrance to the pedestrianized part of London Road.

Character area:	Reference:	Assessor(s):	Date
Residential	TC14	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This three-storey building known as Little Heath has a ground/ first floor office unit on the St Mary's Road elevation with three storeys of flats above a ground floor parking area. It's a brick-built structure with the upper storey built into a mansard tiled roof over a flat roof inner section. It has a pleasing architectural design.	The development is built upon a hill at an elevation of 78 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	This development has its own private car park with 24 car parking spaces which would comply with the current KCC Design Guide Parking Standards 2021.	The vehicular in/out route to the development is from St Mary's Road. There is a footpath to the front and one side of the development. There are no designated cycle ways or cycle parking spaces. There are no designated rights of way.



TC14-1 Little Heath viewed from St Mary's Road showing business units at the front and flats to the rear.



TC14-2 Little Heath viewed from London Road.

Character area:	Reference:	Assessor(s):	Date
Swanley Link	TC15	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and	Landscape setting/ gradient of the local area	Parks, playing fields, allotments, cemeteries,	Vehicular routes, pedestrian pathways,

routes and how these elements are arranged in relation to each other	(flat, sloping, valley, plateau was built, hilltop etc...)	village greens, car parks, market squares, etc...	cycle paths, shared surfaces, rights of way, bridleways, etc...
The Swanley Link and houses the library, post office, cafe and meeting rooms. The building is of brick construction with two storeys to the front and single storey to the rear. The two-storey section to the front has a pitched tiled roof with attractive turret and a flat roof to the rear. It has a pleasing architectural design with attractive two-tone brickwork.	The development is built upon a hill at an elevation of 78 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	This development has limited short term parking consisting of six car parking spaces to the rear. This would not comply with the current KCC Design Guide Parking Standards 2021 which would require 10 car parking spaces.	The vehicular in/out route to the development is from St Mary's Road. There is a footpath to the front and one side of the development. There are no designated cycle ways but there are 4 cycle parking spaces. There are no designated rights of way.



TC15 View of the Swanley Link from the Roundabout at the junction of Bartholomew Way and St Mary's Road.

Character area:	Reference:	Assessor(s):	Date
Fire station	TC16	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
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Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The fire station is a single storey brick-built building with pitched tiled roof. With appliance area to the front and tower to the rear.	The development is built upon a hill at an elevation of 79 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	Not Applicable	The vehicle route is directly onto London Road.



TC16 The Fire Station in London Road to the left of the Swanley Link building.

Character area:	Reference:	Assessor(s):	Date
Telephone Exchange	TC17	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The Telephone Exchange is a single storey brick-built building with flat roof. It is a basic	The development is built upon a hill at an elevation of 79 metres that falls away to a low point	Not Applicable	Vehicular access is onto St Mary's Road.

rectangular building with no Architectural merit.	of 60 metres elevation in a north, east and westerly direction.		
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TC17 The telephone exchange viewed from London Road to the left of the fire station.

Character area:	Reference:	Assessor(s):	Date
Old Post Office (worship)	TC18	Robert Brickell	04/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The Old Post office building now used as a place of worship is a single storey brick-built building with flat roof to the front and two storeys to the rear. The rear of the building is still used as a sorting office. It is a basic rectangular building with no Architectural merit.	The development is built upon a hill at an elevation of 80 metres that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	The sorting office has a car park for sorting office vehicles.	Private Vehicular access to the vehicle park at the rear is via Nightingale Way. There is a pedestrianized area to the front which has parking for cycles.



TC 18 View of the old Post Office Counters building from the pedestrianized part of London Road opposite the super store.

Character area:	Reference:	Assessor(s):	Date
Retail	TC19	Robert Brickell	17/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
Station Road dates to about 1863 with a row of terraced shops. It gets its name because this was the original location for the train station. A row of two storey shops with brick and render and pitched tiled roofs.	The development is built upon a hill at an elevation of 80 metres at the junction with Goldsel Road and 77 metres at the town centre end, that falls away to a low point of 60 metres elevation in a north, east and westerly direction.	There is a pay and display car park (CP5) at the junction between Station Road and Goldsel Road that has spaces for 35 cars. There is also limited time parking in Station Road.	Access to Station Road is from Goldsel Road only. There is a pathway on either side of the road. There is no cycle parking. No rights of way nearby.



TC 19 Station Road looking South towards Goldsel Road.



Station Road looking from the entrance to the car park (CP5)



The Cotton Mill PH on the west side of Station Road.

Character area:	Reference:	Assessor(s):	Date
Retail	TC20	Robert Brickell	17/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This group of five three storey terraced buildings are the oldest group of buildings in the High Street dating from 1863. The buildings are of brickwork construction with render. The second terrace in the photo is The Old Dairy.	The development is built upon a hill at an elevation of 74 metres falling to 68 metres at the far end of the High Street.	The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display car park at ground level and can accommodate 30 vehicles.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway either side and a pedestrian crossing opposite the fourth terrace.



The High Street viewed from the town roundabout

Character area:	Reference:	Assessor(s):	Date
Retail	TC21	Robert Brickell	18/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
These two/ three storey terraced shop units are of brick construction with pitched tiled roofs with dormers in the roof space.	The development is built upon a hill at an elevation of 74 metres falling to 68 metres at the far end of the town centre High Street. The land then falls to 60 metres where the high Street joins London Road.	The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display restricted time car park at ground level that can accommodate 30 vehicles.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway both sides and a pedestrian crossing opposite the fourth terrace (TC20).



TC21 The South side of the High Street on the corner of Bevan Place Road showing the two storey terraced shop units with roof dormers and three storey units at the far end adjacent to the PH.

Character area:	Reference:	Assessor(s):	Date
Retail	TC22	Robert Brickell	18/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc....)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The original two storey semi-detached shop units with terraced frontages are of brick construction with render and pitched tiled roofs with dormers in the roof space The frontages are terraced and a mismatch of styles.	The development is built upon a hill at an elevation of 72 metres falling to 68 metres at the far end of the town centre High Street. The land then falls to 60 metres where the high Street joins London Road.	The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display restricted time car park at ground level that can accommodate 30 vehicles.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway either side and a pedestrian crossing opposite the fourth terrace (TC20).



TC 22 The High Street showing the two semi-detached units with terraced frontages that are a mismatch of styles.

Character area:	Reference:	Assessor(s):	Date
Retail	TC23 & 25	Robert Brickell	19/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The building on the left is an end of terraced brick built and rendered two storey property with pitched tiled roof with dormers. The centre two properties are terraced shop units are of brick construction with pitched tiled roofs (TC23)	The developments are built upon a hill at an elevation of between 68 & 70 metres. The land then falls to 60 metres where the high Street joins London Road.	The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display restricted time car park at ground level that can accommodate 30 vehicles.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway both sides and a pedestrian crossing opposite the fourth terrace (TC20).

<p>The building to the right is the last in the High Street in the delineated area and is of more modern construction out of character with the existing buildings (TC25).</p>			
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A view of the Town Centre High Street from the lower roundabout showing two original terraced properties (TC23) and three storey more modern building (TC25) at the end.



A view of the end shop unit in the High Street from Park Road showing the single storey shop unit and two storey extension (TC25).

Character area:	Reference:	Assessor(s):	Date
Residential	TC24	Robert Brickell	18/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, brideways, etc...
These five three storey blocks of flats were built in 1953 to replace the old terraced housing that were in a poor state of repair. The buildings are of brick construction with pitched tiled roofs. They are social housing units. Two of the blocks may be demolished to make way for the new Bevan Place development	The properties are built on the side of a hill at an elevation of between 76 and 73 metres.	There is a fenced grassed area around the blocks with hedges and mature trees. The nearest car park is opposite two of the blocks (CP9). This is a pay and display car park at ground level and can accommodate 78 vehicles. However, this may be lost to the new Bevan Place development. There is residents permit parking in Bevan Place road.	Bevan Place Road is a single access road from the High Street. This can cause congestion at the exit to the High Street which suffers from high traffic pollution. It may be better to block off access from the High Street and change the access to Goldsel Road, However, Goldsel Road is often grid locked back to railway bridge. There is a

			pedestrian pathway either side of Goldsel Road.
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Bevan Place showing the three storey flats on the east side of the road.



Bevan Place showing the three storey flats on the west side of the road, viewed from the car park entrance (CP9).

Character area:	Reference:	Assessor(s):	Date
Business Unit	TC26	Robert Brickell	19/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This is a two-storey extension to the rear of shop unit (TC23) in the High Street with light industrial unit at ground floor level and offices at first floor. The building is rendered with sloping roof.	The developments are built upon a hill at an elevation of between 68 & 70 metres. The land then falls to 60 metres where the high Street joins London Road.	The development has a small parking area to the rear.	Vehicular access is from the rear off Park Road.



A view from the rear of the High Street accessed from Park Road.

Character area:	Reference:	Assessor(s):	Date
New residential/retail	TC27	Robert Brickell	17/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these	Landscape setting/ gradient of the local area (flat, sloping, valley,	Parks, playing fields, allotments, cemeteries,	Vehicular routes, pedestrian pathways, cycle paths, shared

elements are arranged in relation to each other	plateau was built, hilltop etc...)	village greens, car parks, market squares, etc...	surfaces, rights of way, bridleways, etc...
This new mixed-use development at 11-13 High Street has a very nice pitched roof arrangement to the front elevation. The window and balcony arrangement is Architecturally pleasing. It fits well with the existing 1863 terraced properties (TC20)	The development is built upon a hill at an elevation of 70 metres falling to 68 metres at the far end of the High Street.	The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display restricted stay car park at ground level and can accommodate 30 vehicles. There are only 4 onsite car parking spaces for the 12 flats and 2 small shop units.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway on both sides and a pedestrian crossing opposite the fourth terrace (TC20). There are facilities for cycle parking within the development. There are no rights of way.



TC27 11-13, High Street view of the new mixed-use development.

Character area:	Reference:	Assessor(s):	Date
New residential/business	TC28	Robert Brickell	18/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these	Landscape setting/ gradient of the local area (flat, sloping, valley,	Parks, playing fields, allotments, cemeteries,	Vehicular routes, pedestrian pathways, cycle paths, shared

elements are arranged in relation to each other	plateau was built, hilltop etc...)	village greens, car parks, market squares, etc...	surfaces, rights of way, bridleways, etc...
<p>This site used to be the meeting point for retired town residents. The new building under construction is three storey mixed use development by SDC which should keep the height of the building in accordance with existing three storey buildings along this side of the High Street (TC28). The development has a flat roof so their will only be a slight height increase with the two storey pitched roof buildings, with dormers in the roof, located each side.</p>	<p>The development is built upon a hill at an elevation of 70 metres falling to 68 metres at the far end of the town centre High Street. The land then falls to 60 metres where the high Street joins London Road.</p>	<p>The nearest car park is just past the roundabout between the High Street and Goldsel Road (CP10). This is a pay and display car park at ground level and can accommodate 30 vehicles. The development will only have 9 car parking spaces for the ground floor business unit and 15 flats. There are no parks or playing fields nearby.</p>	<p>This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway on both sides and a pedestrian crossing opposite the fourth terrace (TC20). There will be facilities for cycle storage. There are no rights of way.</p>



The High Street Looking from the lower roundabout showing the new three storey mixed use development under construction.

Character area:	Reference:	Assessor(s):	Date
Proposed Residential/retail	TC29	Robert Brickell	17/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
This is the residential development site for Bevan Place with a small shopping facility at ground floor level on the High Street side. A preliminary public consultation has taken place but final development proposals have yet to be submitted. The public have made it quite clear in the NP survey that they want Swanley town centre to remain as a two to three storey building town with limited support for four storeys as the limit. Homes are proposed to be rental only	The development is built upon a hill at an elevation of 70 metres falling to 59 metres at the low point in London Road.	Preliminary proposals show a development that will remove the public car park (CP9) with a loss of 78 public car parking spaces. The initial proposal is to provide 42 car parking spaces for 92 flats. The problem with not providing one parking space per flat is that its not equitable and in effect discriminatory. However, it could be built into any tenancy agreement that there is no car parking available.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway either side of Goldsel Road and the High Street. There are facilities for cycle parking within the development. There are no rights of way. The current proposal is to make Bevan Place a One way Road with an exit onto Goldsel Road.



A view of car park CP9 and the hoarding around the demolished old social club. The three-story flats in the back ground (TC24) may be demolished to form part of the new development.

Character area:	Reference:	Assessor(s):	Date
Public House	TC30	Robert Brickell	17/05/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau was built, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
The Lullingstone Castle PH has brick and tile hung walls with a pitched tiled roof, it replaces the existing Lullingstone Castle Hotel which was completed by 1874. It is located on the corner of Station Road and the High Street. It was the only town centre PH until the Cotton Mill	The development is built upon a hill at an elevation of 76 metres falling to 59 metres at the low point in London Road.	The PH has its own customer car park with space for approximately 20 vehicles.	This is the main vehicle route through Swanley which is often grid locked and suffers from high levels of pollution from vehicles. There is a pedestrian pathway either side of the High Street and Station Road. There are no facilities for cycle parking within

opened in Station Road (TC19)			the development. There are no rights of way.
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A view of The Lullingstone Castle Public house from the High Street entrance.

RETAIL AND GARAGES

Swanley Character Assessment sites Retail and Garages			
Reference	Description	Location	Character Area
R1	Manse Parade shops	London Road west	Swanley
R2	Terraced shop units outside town centre	High Street	Edge of Town Centre
R3	Terraced shop units.	Azalea Drive	Edge of Town Centre
R4	Terraced shop units	Shurlock Avenue	Swanley
R5	Terraced shop units	London Road corner of Crescent Gardens	Swanley
G1	Garage, fuel and retail	London Road corner of Kingswood Avenue	Swanley
G2	Garage, fuel and retail	London Road corner of Crescent Gardens	Swanley
G3	Garage, fuel and car dealers	London Road corner of Birchwood Road	Edge of Swanley

Character area:	Reference:	Assessor(s):	Date
Manse Parade London Road/Manse Way	R1	London Road/Manse Way	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..

<p>8 commercial shops with 1st floor accommodation above</p> <p>The building is made of brick with cement rendering on walls</p> <p>There are various businesses within the 8 shops including an Estate Agent and a cafeteria/coffee shop.</p>	<p>The shops are located behind a small car parking area for each shop which runs parallel to London Road. There is a slight dip of levels from London Road to the shop frontage.</p>	<p>Limited car parking for customers for each shop.</p>	<p>Manse Parade as own access road leading to the shops access from London Road and Manse Way.</p>
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Character area:	Reference:	Assessor(s):	Date
<p>Shops – High Street South of London Road</p>	<p>R2</p>	<p>Roger Ford/Chris Prestedge</p>	<p>August 22</p>



Layout	Topography	Spaces	Roads, Streets, Routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..</p>

<p>Total of 6 converted houses into accommodation & shop by the alteration of the front of the building with accommodation at the top of a 2 storey building</p> <p>Broken up to a block of 4 and 2 by an entrance to the rear from London Road.</p> <p>Possibly built in early part of 20th Century</p>	<p>Access to the rear by a driveway.</p> <p>Front of building has a forecourt separate to the pedestrian footpath to London Road.</p> <p>Elevation in line to London Road.</p>	<p>Car parking/access only for resident/shop occupier.</p>	<p>Pedestrian footpath in front of building.</p>
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Character area:	Reference:	Assessor(s):	Date
Shops – Azalea Drive	R3	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..</p>

<p>4 retail shops on lower level with accommodation above each shop, presenting a 3 storey brick building with a pitched roof structure.</p>	<p>Plot has within parking area at the front for customers and delivery vehicles. Car park is for approx 12 spaces with the west side cordoned off for parking for Media House usage.</p> <p>The plot is on a slight downward gradient from Azalea Drive pedestrian pavement.</p> <p>Entrance/exit is from the station approach roadway.</p>	<p>The shops lend themselves to the local community as well as availability to users of the nearby railway station.</p>	<p>Access to B258 Goldsel Road via Azalea Drive.</p> <p>B258 runs from Swanley TC to Crockenhill.</p>
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Character Area	Reference	Assessors	Date
Terraced Shop Units	R5	John J. Roche	June 27, 2022

Layout	Topography	Spaces	Roads, streets, routes
<p>Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other</p>	<p>Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)</p>	<p>Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..</p>	<p>Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..</p>
<p>Two separate business units – Newsagent and Chinese restaurant/Take Away – housed within one building. Located on corner of London Road and Crescent Gardens. Set back from both roads by grass verges and public pavements. Shop fronts face London Road with customer car parking space (4/6 cars) immediately in front of shops. Shops sit on raised concrete (?) platform to provide level base. Two steps from street</p>	<p>London Road and Crescent Gardens reasonably level at this point. Ground behind restaurant drops away quite steeply. Road providing access to residential properties adjacent to west side of the site runs along the back of the site.</p>	<p>None</p>	<p>As described in first column. People tend to cut the corner between London Road and Crescent Gardens but unclear whether formal pathway permitting this exists.</p>

<p>to shop level. Site dimensions c.17x30 meters.</p> <p>Pedestrian crossing in front of Chinese Restaurant to other side of London Road providing pathway access to residential housing and to public pavements on that side of the road.</p> <p>BP franchised garage on opposite side of Crescent Gardens/corner with London Road.</p> <p>Unclear whether upper part of building used as living space.</p> <p>Private car parking spaces and single car garage to rear.</p> <p>Residential/private housing to west side of site. Rear gardens of these properties face London Road.</p>			
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Character area:	Reference:	Assessor(s):	Date
Petrol Station and Shop London Road/Kingswood Road	G1	Roger Ford/Chris Prestedge	August 22



Layout	Topography	Spaces	Roads, Streets, Routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc..)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc..	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc..

<p>Fuel station with integrated single storey building on the eastern side used as a cashier point together with a Co-op shopping facility.</p> <p>The fuel station part has 8 bays suitable for cars/vans and LGV's. With a high canopy over all the 8 bays.</p> <p>There is also a machine car/van washing facility at left hand rear of the plot.</p> <p>The shop front is side facing onto London Road with entrance facing west onto the fuel pumps.</p>	<p>Located on the corner of London Road and Kingswood Road with two drive in entrances limited to London Road only.</p> <p>The plot is on an elevation decreasing to the right of the plot in line with London Road.</p>	<p>Parking limited to short term for customers requiring fuel and Co-op shopping</p>	<p>Direct access to London Road both east and west.</p> <p>There is a pedestrian footpath in front of the plot along London Road.</p>
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Character Area	Reference	Assessors	Date
Petrol Garage	G2	John J. Roche	June 12, 2022



Layout	Topography	Spaces	Roads, streets, routes
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Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Located in a mainly residential area at junction of London Road (southern side) and Crescent Gardens (western orientation). Site approximately even dimensions c.35x50 meters. Forecourt allows for 8 petrol pumps. Adjacent to residential properties on eastern facing (towards Town Centre) side and to rear (Woodview Road). Rear gardens (4) and related garage block of houses in Woodview Road back onto the Garage (separated by brick wall). Set back from London Road by small distance which accommodates grass verge, pavements, bus stop, post box (daily collections), and two telephone junction boxes.</p> <p>Set back from Crescent Gardens by grass verger and public pavement. Side of local newsagents on opposite side of Crescent Gardens. Automatic car wash and Amazon package pick up facility both on the Crescent gardens side of the site and behind a small shop. Stand-alone cash machine to London Road side of shop.</p> <p>Fuel sales under the BP brand. Small retail shop selling limited range of groceries and newspapers/magazines. Shop branded under the Londis banner</p> <p>London Road lies on an approximate east: west axis. It is a very busy thoroughfare which provides access into, out of and through Swanley which lies approximately half a mile in an easterly direction.</p>	Surrounding area is flat.	None.	Site accessed from London Road and exited via Crescent Gardens. People do walk onto site by stepping over wooden barrier and vehicle entry and exit points to access the retail shop but it is assumed that no legal rights of way exist to support this activity.

Character Area	Reference	Assessors	Date
Petrol Garage and retail car dealer	G3	John J. Roche	June 12, 2022



Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc...)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc...	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc...
<p>Located in a mainly residential area at junction of London Road (northern side) and Birchwood Road (western orientation). Junction known as 'Birchwood Corner'. A series of small/two bedroomed terrace properties sit on the opposite side of Birchwood Road from the Garage. The town's only hotel (The Bull) and associated Beefeater restaurant sit immediately behind these properties i.e. rear gardens assumed to be very small/non-existent. On the opposite side of London Road there is a small power sub-station and two residential buildings which backs onto open fields Residential housing sits to the rear (northern) and</p>	<p>From the perspective of London Road, the Garage sits at the apex of a hill which falls away in both directions of the road. From the perspective of Birchwood Road, the approach is level/flat. The combined but internally separated retail shop/car sales office building sits on a flat area. Remainder slopes gently down in an easterly direction in the same way as with London Road but is</p>	<p>None for public use. The retail car area sits mainly at the back of the shop/office space but to some degree wraps around both the eastern and western (Birchwood Road) sides of the building.</p>	<p>Site accessed by/exited from Birchwood Road and London Road. Latter is main and by far the safest point for access/exit. People do walk onto site via the vehicle entry and exit points to access the retail shop but it is assumed that no legal rights of way exist to support this activity. London Road lies on an approximate east-west axis. It is a very busy thoroughfare which provides access into, out of and through Swanley</p>

<p>eastern sides (along London Road towards Town Centre) sides of the site. Forecourt allows for 8 petrol pumps. Irregular oblong shape site c.97x85 meters set back from London Road by small distance and separated by grass verges and low (four course capped) stone wall, which accommodates grass verge, public pavement and second grass verge, post box (daily collections). Fuel sales under the Harvest Energy brand. Small retail shop selling limited range of car Accessories, groceries and newspapers/magazines. Second hand car sales conducted under the W. J. King name (assumed owners of the site, petrol sales and retail activities).</p>	<p>reasonably level from front to back of site.</p>		<p>which lies approximately three quarters of a mile in an easterly direction. The junction has the nature of a cross road albeit the entry to Hockenden Lane is on a dog leg offset from that of Birchwood Road by c.25 meters. Traffic flow is controlled by traffic lights. At this point, Birchwood Road is very narrow. At the opposite end to the main road junction, Birchwood Road turns a virtual right-angled bend away from the Garage at a distance which matches the depth of the Garage site (c.85 meters), The road is continually very busy with traffic including buses and lorries.</p>
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VIEWS INTO AND OUT OF SWANLEY

Swanley Character Assessment sites Views into and out of Swanley			
Reference	Description	Location	Character Area
V1	View	from the water tower Swanley Village	Green Belt
V2	View	from the Green, Newlands to Swanley Village	Green belt
V3	View	from the farmland, Beechenlea Lane high point, towards the Town	Edge of Swanley
V4	View	From the town, Beechenlea Lane, across the countryside towards the railway.	Green belt
V5	View	from the town across Swanley Park towards the boundary with Hextable	Green Belt
V6	View	from Swanley Park towards the Town	Edge of Swanley
V7	View	across the farmland from the Town London Road Birchwood Corner end	Green Belt
V8	View	from the footpath across the farmland towards Birchwood Corner	Edge of Swanley
V9	View.	from Hockenden Lane across the farmland towards the Town, Crescent Gardens	Edge of Swanley
V10	View	from the footpath farm land towards Hockenden Lane	Green Belt

Character area:	Reference:	Assessor(s):	Date
Farm Land	V1 & V2	Robert Brickell	16/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
There is a Victorian water storage reservoir and bore hole at the top of the hill adjacent to Swanley Village.	This is a sloping landscape, the high point being the Victorian reservoir in Swanley Village at an elevation of 66 metres (V1) and a low point at an elevation of 55 metres at the bottom of the amenity green space in the Newlands (Archer Way) development (V2). The railway is to the south east of the farm land. The land rises up hill to the north to Swanley Village conservation area. The land is grade II agriculture land which is scarce throughout the district. The land is within the Green Belt, parcel 95, and performed strongly in Sevenoaks District Council Green Belt Assessment. In particular preventing the closure of the gap between Swanley Village and Swanley Town.	Not applicable	There is a public footpath which runs through the Harrington's nursery site (SD92) up the hill along the perimeter of Swanley village and back down to the railway where it joins footpath (SD79) to cross the railway to the east side farm land. Footpath (SD106) links footpath (SD92) to the Village opposite the Red Lion public House. These footpaths are regularly used by the Local Rights of Way Group.



V1 A view of the Town Centre from the Victorian water reservoir and bore hole in Swanley Village. Note how the eight storey Horizon House in the top left dominates the sky line. The amenity green space at Newlands is shown in the top right abutting the farm land.



V2 A view of Swanley Village from the amenity green space at Newlands. The Victorian water reservoir is approximately in the centre of the photograph.



A view showing the Victorian reservoir and bore hole pump house.



A view inside the Victorian water reservoir.

Character area:	Reference:	Assessor(s):	Date
Farm Land	V3 & V4	Robert Brickell	16/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and	Landscape setting/ gradient of the local area	Parks, playing fields, allotments, cemeteries,	Vehicular routes, pedestrian pathways,

routes and how these elements are arranged in relation to each other	(flat, sloping, valley, plateau, hilltop etc)	village greens, car parks, market squares, etc	cycle paths, shared surfaces, rights of way, bridleways, etc
Not applicable.	<p>This is a sloping landscape, the high point being in Beechenlea Lane at an elevation of 72 metres (V3) and a low point at an elevation of 57 metres where the footpath crosses the railway. The railway is to the North of the farm land. The view (V4) from the edge of the farm land is at an elevation of 70 metres and looks towards the railway and Swanley Village beyond. The land is grade II agriculture land which is scarce throughout the district. The land is within the Green Belt, parcel 93, and performed strongly in Sevenoaks District Council Green Belt Assessment. In particular preventing the closure of the gap between Swanley Village and Swanley Town.</p>	Not applicable.	<p>There are public footpaths SD79 and SD90 which runs through the farm land. Footpath SD 79 crosses the railway line to the west side farm land. These footpaths are regularly used by the Local Rights of Way Group.</p>



V3 A view of the Town Centre from the farm land to the east of the railway



V4 A view looking from the east of the Town across the farm land looking towards Swanley Village and Hextable.

Character area:	Reference:	Assessor(s):	Date
Park Land	V5 & V6	Robert Brickell	16/08/2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>There are a development of single storey old farm buildings consisting of brick-built structures with pitched tiled roofs which are now used for equipment for looking after the park a café and public toilets. They are located to the north of the park close to the lake.</p>	<p>The Park is a sloping site from the high ground in the south down to New Barn Road in the north. The high point is at an elevation of 70 metres and low point 55 metres. The land is within the Green Belt, parcel 97, and performed strongly in the Sevenoaks District Council Green Belt Assessment. In particular preventing the closure of the gap between Hextable and Swanley Town.</p>	<p>A 2.5-hectare lake is provided in the north east corner which is divided between a boating lake and wild life section with a wooded island not accessible to the public. Boating facilities offer a choice of pedaloes, rowing boats and canoes. The park has been landscaped with grassland and mature trees. There is a miniature railway that takes a circular route around the western end of the park, linking the south end car park to the lake. The view of the lake from the higher ground to the south is a particularly attractive feature of the park and it's here that people sit in their thousands having a picnic and enjoying the annual 1812 concert by the lake. There is a café and toilet facilities adjacent the lake and play areas. Access to the park for motorists is good and there is free parking for local residents holding a</p>	<p>There are laid out gravel pathways around the periphery of the park that link the car parks to the lake, café and play areas. There is less formal walking access throughout the park area. Pathways are not pushchair or wheelchair user friendly. These footpaths are regularly used by the Local Rights of Way Group. Access for walkers from the north east of the town is not good due to there being no footpath along New Barn Road. Access via public transport is not good, the only service being via the 233-bus route to Northview and a walk via The Spinney and The Birches. Further information can be found in our NP Open Space Study, site no. 20, page 61.</p>

		pass. The southern car park has 73 spaces and the western car park 122 spaces plus a much larger overflow car park.	
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V5 A view of Swanley Park lake from Swanley town south car park.



V6 A view from Swanley Park lake to Swanley town south car park.

Character Area	Reference	Assessors	Date
View from Town	V7	John J. Roche	August 29, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
View across fields from the edge of the Town looking in opposite direction than that described in Assessment V7 i.e. looking east to west towards Sidcup. Fields were rated strongly performing – Ove Arup Report, are at the western edge of Neighbourhood Plan area looking in an easterly direction towards the Town. The eastern end of the area is screened by mature tall trees behind which a retail garden furniture business is located and behind that a hotel and restaurant (Assessment T15). The hotel occupies an area adjacent to Birchwood Corner. The fields, both at the edge of the Neighbourhood Plan area and beyond, evidence one of their main features i.e. preventing urban sprawl and merging of the town with the neighbouring town i.e. Foots Cray/Sidcup.	Large field, part to crop and part fallow after crop gathered. Small planted wood of mixed deciduous trees in south east corner of the area; corner flanked by B2173 to the south and the retail area to the east. Eastern end of fields bordered Fields undulate in all directions. Southern side of area screened for c.75% of its length by mature tall trees and scrub which mask a deep ditch. Western and northern side of fields slope up on different low hills with open vista to other fields. The fields stretch between the edge of the town and residential housing at Ruxley Corner/edge of Sidcup. Upper Hockenden Farm (Assessment B11) with associated farm shop, other food shops and mixed business area is located on opposite side of London Road.	None	London Road (B2173) – main road into out of Swanley runs alongside the fields. The road is separated from the road by grass verges and a public pavement. London Road is the main road running in an approximate east:west direction into/out of Swanley



Character Area	Reference	Assessors	Date
View towards Birchwood Corner	V8	John J. Roche	August 29, 2022

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
View across/from fields looking in opposite direction than that described in Assessment V7. Fields were rated strongly performing – Ove Arup Report, are at the western edge of Neighbourhood Plan area looking in an easterly direction towards the Town. The eastern end of the area is screened by mature tall trees behind which a retail garden furniture business is located and behind that a hotel and restaurant (Assessment T15). The hotel occupies an area adjacent to Birchwood Corner.	Large field, part to crop and part fallow after crop gathered. Small planted wood of mixed deciduous trees in south east corner of the area; corner flanked by B2173 to the south and the retail area to the east. Eastern end of fields bordered Fields undulate in all directions. Southern side of area screened for c.75% of its length by mature tall trees and scrub which mask a deep ditch. Western and northern side of fields slope up on different low hills with open vista to other fields. The fields stretch between the edge of the town and residential housing at Ruxley Corner/edge of Sidcup. Upper Hockenden Farm (Assessment B11) with associated farm shop, other food shops and mixed business area is located on opposite side of London Road.	None	London Road (B2173) – main road into out of Swanley runs alongside the fields. The road is separated from the road by grass verges and a public pavement. London Road is the main road running in an approximate east:west direction intro/out of Swanley



V8 Views from footpath at edge of Plan Area towards Birchwood Corner

Character Area	Reference	Assessors	Date
View from Hockenden Lane towards Swanley	V9	John J. Roche	

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>Large roughly rectangular agricultural field with partial (c.50%) area to crop at time of assessment.</p> <p>Field bordered to northly direction by high embankment where A20 runs along the top. Other three sides by mature hedge comprising mature trees. Hedge to southerly direction screens small power generator/booster site beyond which lies London Road which is the main thoroughfare (east: west axis) into and out of Swanley.</p> <p>The hedging screens the residential housing to which the field otherwise abuts on its eastern side.</p> <p>Hockenden Lane (western edge) is similarly screened as are the buildings located on Upper Hockenden Farm and other low-level buildings on the opposite side of Hockenden Lane.</p>	<p>Gentle slope down from southern (London Road) end.</p> <p>Reasonably flat on approximate east-west axis.</p>	N/A	<p>There is a public footpath behind the hedging at the eastern end of the field. This runs from London Road to some of the residential housing on the western edge of Swanley.</p> <p>The field is accessed from a gateway approximately halfway along its border with Hockenden Lane.</p>



V9 – View across Farmland from Hockenden Lane towards Swanley Town/Crescent Gardens

Character Area	Reference	Assessors	Date
View from footpath to Hockenden Lane	V10	John J. Roche	

Layout	Topography	Spaces	Roads, streets, routes
Relationship between buildings, spaces and routes and how these elements are arranged in relation to each other	Landscape setting/ gradient of the local area (flat, sloping, valley, plateau, hilltop etc)	Parks, playing fields, allotments, cemeteries, village greens, car parks, market squares, etc	Vehicular routes, pedestrian pathways, cycle paths, shared surfaces, rights of way, bridleways, etc
<p>Large roughly rectangular agricultural field with partial (c.50%) area to crop at time of assessment.</p> <p>Field bordered to northly direction by high embankment where A20 runs along the top. Other three sides by mature hedge comprising mature trees. Hedge to southerly direction screens small power generator/booster site beyond which lies London Road which is the main thoroughfare (approx. east: west axis) into and out of Swanley.</p> <p>The hedging screens the residential housing to which the field otherwise abuts on its eastern side i.e. beside the footpath.</p> <p>Hockenden Lane (western edge) is similarly screened as are the buildings located on Upper Hockenden Farm and other low-level buildings on the opposite side of Hockenden Lane.</p>	Gentle slope down from southern (London Road) end. Reasonably flat on approximate east-west axis.	N/A	<p>There is a public footpath behind the hedging at the eastern end of the field. This runs from London Road to some of the residential housing on the western edge of Swanley.</p> <p>The field is accessed from a gateway approximately halfway along its border with Hockenden Lane.</p>



V10 – Views from Footpath alongside Crescent Gardens looking across Farmland towards Hockenden Lane