

160 London Road, Sevenoaks

Reference	Settlement	Address
ST2-11	Sevenoaks	160 London Road, Sevenoaks



Introduction

The Council has prepared development briefs to set out high-level aspirations and design principles to guide future proposals, helping to ensure that development is both sensitively designed and appropriately ambitious for local communities. Development briefs help ensure that proposals for a site are well thought out, align with strategic planning goals, and respond to local needs and constraints. They are used to guide developers, inform planning applications, and support community engagement.

For the purposes of development briefs, allocated sites have been grouped into three categories according to scale. Smaller sites, comprising fewer than 50 dwellings, are supported by high-level guidance. Medium-sized sites, accommodating between 50 and 350 dwellings, are subject to more detailed guidance and may include a framework plan to illustrate key spatial principles. Larger sites, delivering more than 350 dwellings, are supported by more comprehensive guidance to reflect their scale and complexity, and may include additional spatial diagrams covering movement, nature and built form.

Policy Context

High-quality design is central to the delivery of the strategic objectives in this plan. All development is expected to prioritise design quality and adhere to the relevant Design Policies outlined in Chapter 5 of the Local Plan document. The development briefs provide additional and more specific policy and place-based guidance for allocated sites.

Development briefs have been prepared for sites which are allocated for development, as listed in Policy ST2 Urban Site Allocations – Housing and Mixed-use in Chapter 01 of the Local Plan, and they will be adopted as part of the Local Plan. Any future planning application relating to all or part of the site will be expected to demonstrate accordance with the development brief for that site. Where a proposal does not wholly comply with the development brief, the applicant must provide a clear and robust justification within the application, demonstrating how the alternative approach still achieves the overarching design and policy principles and provides significant benefits to the development.

The development brief should be read alongside the Local Plan and all relevant National and Local Plan policies applicable to the site and type of development.

Development Brief Guidance

The content and headings used throughout the development briefs are explained below.

Reference

This is the code used by the Council to identify the site.

Proposed Use

This outlines the use(s) proposed for the site, such as residential or commercial.

Proposed Net Density Range

This identifies the proposed net density range for the site, based on Policy H7 Housing Density and Intensification detailed within Chapter 2 of the Local Plan document. In accordance with this policy, the density ranges may differ if it has been considered that there could be a detrimental impact on local character or amenity. The site-specific net density will be determined as part of the development management process.

Proposed Residential Capacity

This is the proposed residential capacity range calculated using the net density range from Policy H7 and the developable area. The developable area is calculated using the formula in from evidence-base document Settlement Capacity Study Sevenoaks District Council Addendum May 2022. In some circumstances this may take into account site-specific constraints, for example ancient woodland, flood zones and proximity to designated heritage assets. The site-specific developable area will be established as part of the development management process.

Delivery Timeframe

This outlines the proposed timescales for when development on the site will be delivered, as defined by the Housing Trajectory for the Plan period.

Policy Priorities

All sites are expected to be fully policy compliant; however, this section outlines the key policies for the specific development and delivery of this site. All the policies noted can be found within the Local Plan.

Infrastructure Requirements

The infrastructure requirements set out in each development brief reflect the site-specific projects identified as necessary to support new development, either as required by policy or identified through engagement with the relevant infrastructure provider(s). Further detail on these projects is set out in the Infrastructure Delivery Plan, which will be kept under regular review. Where a need for on-site infrastructure has been identified, the development briefs consider the most appropriate location, design and integration of that infrastructure within the site. In such cases, the development will be expected to deliver or contribute land towards the required provision, ensuring it is coordinated with the wider masterplanning and phasing of the site.

The development briefs focus on the key physical infrastructure that requires land to be safeguarded within each site, such as new schools, open space, children's play space and active travel routes. Infrastructure that is to be delivered off-site is not included within the

development briefs, as this will be secured through the mechanisms set out in the Infrastructure Delivery Plan and through planning obligations. Infrastructure planning is a dynamic and iterative process, and engagement with infrastructure providers will continue throughout the lifetime of the Local Plan to ensure that requirements remain up to date, deliverable and aligned with the most up-to-date evidence.

Infrastructure requirements should be read alongside Chapter 9 of the Local Plan and the Infrastructure Delivery Plan, which together provide a comprehensive overview of infrastructure priorities across the District and the mechanisms for their delivery.

SDC Vision

This is a high-level statement that outlines the long-term aspirations and guiding principles for how the Council wish the site to evolve to support the Local Plan. It sets the tone and direction for future development by describing the key design considerations and overarching goals including connectivity, uses, public realm, character and landscape. Proactive, meaningful and ongoing community engagement should help shape the detailed design vision for the development

Design Requirements

Some briefs include a set of site-specific design principles that development on the site should follow in order to align with National and Local design policy. The design requirements have been structured around the 10 characteristics of a well-designed place from [The National Design Guide \(2021\)](#). Other local guidance used to inform these design requirements include [Sevenoaks District Character Study](#), [Sevenoaks Residential Character Area Assessment](#), [Edenbridge Character Area Assessment](#), and [Sevenoaks District Landscape Character Assessment](#).

Framework Plan

Some briefs include a site plan indicating spatial design guidance such as key routes, active frontages and open space. These diagrams translate elements of the design requirements into a clear visual format. The annotations are indicative and diagrammatic.

Housing Types and Mix

For all sites promoted for residential development, the Targeted Review of Local Housing Needs Jan 2025 should be used to guide the type and mix of housing delivered on the site.

Glossary

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

Natural surveillance: When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances. This helps to prevent anti-social behaviour within those spaces.

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

Landscape-led: An approach to planning and design that places the landscape at the heart of the development process. Rather than treating landscape as an afterthought or a decorative element, it is used as the primary framework for shaping places. The layout for a landscape-led scheme should be driven by existing landscape features such as topography, trees, water features etc.

Recontouring: The reshaping of existing ground levels to achieve design, landscape or heritage objectives.

SuDs (Sustainable Drainage Systems): Sustainable Drainage Systems are a set of water management practices designed to align modern drainage with natural water processes. They aim to manage surface water runoff in a way that mimics natural drainage, reduces flood risk, improves water quality, and enhances biodiversity and amenity.



- | | | | |
|---|------------------------------------|---|---|
|  | Site Boundary |  | Kent Compendium of Historic Parks and Gardens |
|  | Listed Building |  | Tree Preservation Order |
|  | Conservation Area |  | Flood Zone 2 |
|  | Locally Listed Asset |  | Flood Zone 3 |
|  | Ancient Woodland |  | Metropolitan Green Belt |
|  | National Landscape (Formerly AONB) |  | Public Right Of Way |

Site Overview

Reference	ST2-11
Address	160 London Road, Sevenoaks
Site Description	This is a brownfield site located within the urban confines of Sevenoaks Urban Area at 160 London Road, Sevenoaks. The site comprises a three-storey building in employment use, car parking and associated land. The site is bound by a public car park to the north, Bradbourne Park Road and Hitchen Hatch Lane to the east, London Road and Sevenoaks Station to the south and the railway line to the west. The site benefits from an existing vehicular access from Hitchen Hatch Lane and pedestrian access from London Road and Hitchen Hatch Lane.
Site Area	1.74 ha
Proposed Use	Mixed-use
Proposed Net Density Range	50 – 150+ dph
Proposed Capacity	Approx. 270-330 residential units and approx. 650sqm of commercial space
Delivery Timeframe	Years 6-10
Policy Priorities	• Environmental Nuisance and Pollution (HW3)- in relation to adjacent railway (noise) • Affordable housing (H2) – provision of policy compliant affordable housing in sustainable location • Sustainable Movement and Movement Network (T1 and T2) – prioritising public transport and active travel • SEV1 Sevenoaks Town Centre (re station arrival) and IN1 (infrastructure) re contribution to station improvements • Sustainable Design and Construction (CC2) – ensuring new development is built to reduce carbon emissions and be adaptable and resilient to a changing climate • Biodiversity in New Development (BW3)– must align with LNRS • Protecting and Enhancing the Historic Environment (HEN1) - potential to affect setting of designated and non-designated heritage assets. • Sensitively Managing Change in the Historic Environment (HEN2) • Community Engagement (DE1)
Site Specific Infrastructure Requirements	• Sevenoaks Station improvements – safe access for pedestrians and cyclists along London Road and into the station forecourt area and public realm improvements • The site is adjacent to Sevenoaks LCWIP routes 4 and 5 and should deliver LCWIP-aligned walking and cycling

	interventions through the site (and beyond where appropriate) • Open space provision in accordance with Policy OS1 • Children and young people's play space provision in accordance with Policy OS2
--	---

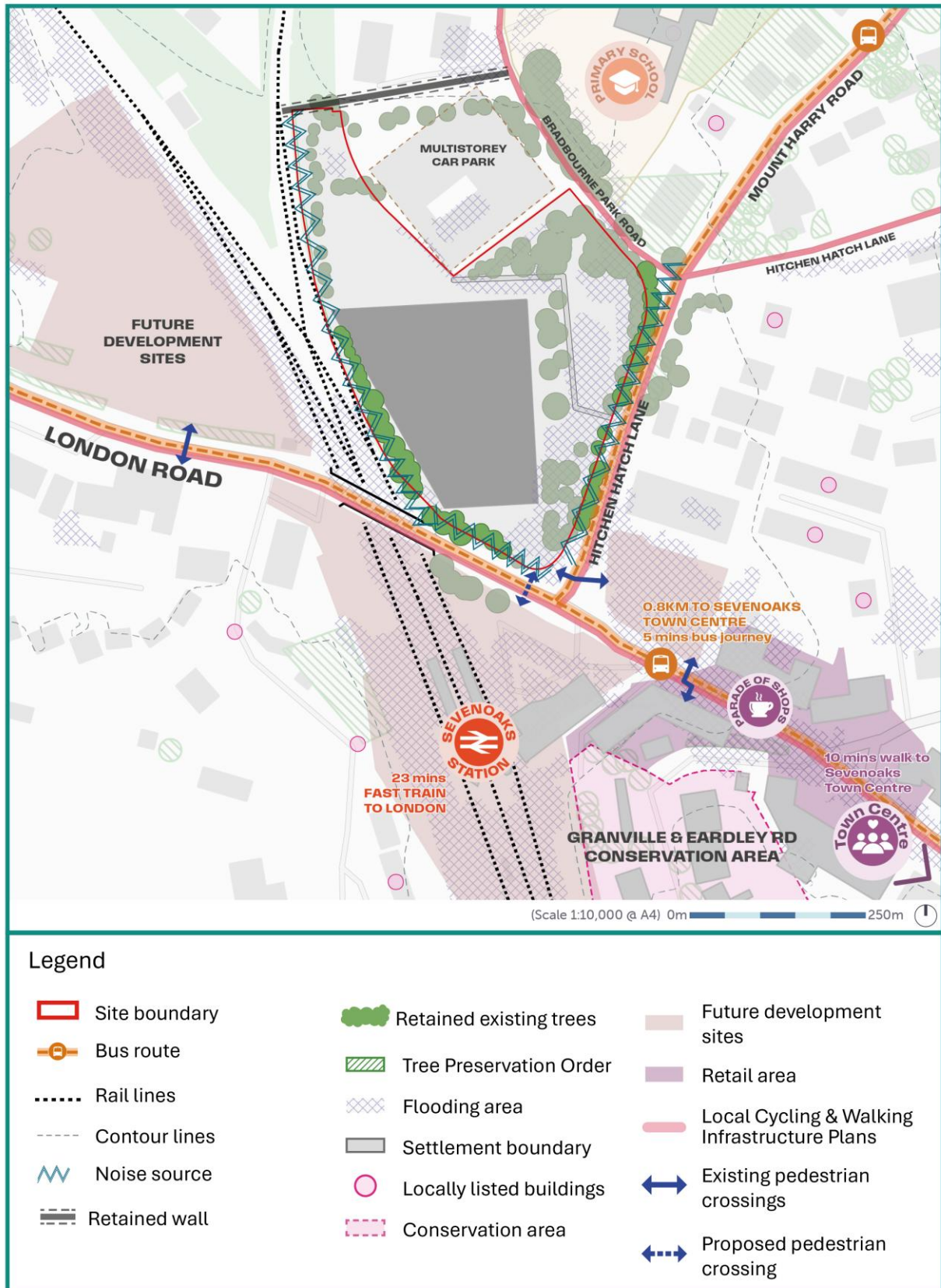
Community engagement

The applicant will be expected to undertake proactive, meaningful and ongoing engagement with the local community. They will demonstrate that they have secured the views of the local community and that they have been incorporated into the scheme.

Summary of Placemaking Deliverables

- New homes in close proximity to the station
- Improved public realm along Hitchen Hatch Lane
- Improved pedestrian access to Sevenoaks Railway Station
- New commercial uses at ground floor

Opportunities and Constraints Plan



Opportunities and Constraints

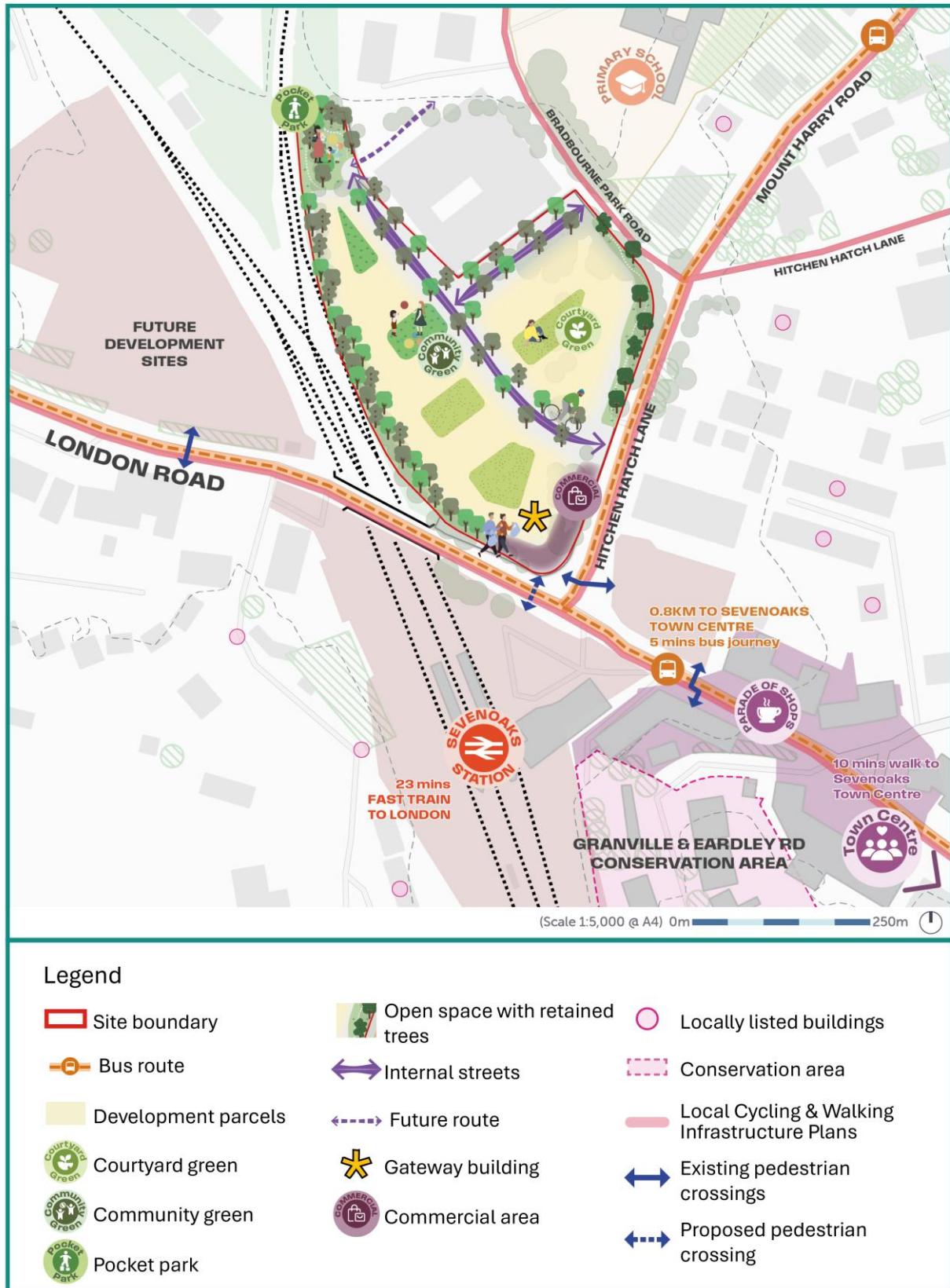
Site Opportunities

- New homes in close proximity to Sevenoaks Railway Station.
- Provide additional pedestrian crossing points on London Road to increase connectivity to Sevenoaks Station and existing bus stops.
- Connect to adjacent streets to create a walkable, permeable and well-connected neighbourhood.
- Connect to adjacent proposed LCWIP primary routes on London Road, Hitchen Hatch Lane and Bradbourne Park Road as well as the secondary routes proposed along Mount Harry Road and Hitchen Hatch Lane (to the east) to encourage take up of active travel.
- Enhance the arrival experience from Sevenoaks Station through high quality landscaped landscaping, building form and positioning.
- Include commercial/retail provision to strengthen the adjacent Town/Local Centre offer
- Create new access points from Hitchen Hatch Lane and Bradbourne Park Road to improve vehicular and pedestrian connectivity.
- Incorporate existing trees into proposed landscaping features where possible.

Site Constraints

- Adjacent sources of noise include the railway line to the immediate west of the site, and London Road to the South, both of which will need to be considered and mitigated through measures such as building form, positioning and landscaping features.
- The impact to a large retaining wall immediately adjacent to the northern boundary of the site (by The Acorns) should be considered.
- The varied topography adjoining the site creates barriers to access the site from the north while the railway affects accessibility to the west.
- The existing building and uses of the site has created a variety of different levels which will need to be accommodated.
- The setting of the locally-listed Granville School to the north of the site, and locally-listed houses on St Botolph's Avenue, Hitchen Hatch Lane and Mount Harry Road must be considered and inform the development proposals.
- The setting of the adjacent conservation area, including long views in to and out of the conservation area, must be considered and inform the development proposals.
- The site is visible in long views of Sevenoaks town from the rising land of the Kent Downs National Landscape to the north.
- The chance of surface water flooding occurring on the site must be considered and minimised through landscaping and adequate drainage solutions.
- The adjacent Tree Preservation Orders on Hitchen Hatch Lane and Bradbourne Park Road must be considered, and an arboricultural impact assessment may be required.

Development Vision



SDC Vision

The proposed development will transform this prominent gateway site into a vibrant, sustainable and well-connected mixed-use neighbourhood that enhances arrival into Sevenoaks. Located opposite Sevenoaks Railway Station, the scheme will deliver new homes in a highly accessible location while creating improved pedestrian links to the station, bus stops and taxi rank.

Buildings are arranged to positively address London Road, Hitchen Hatch Lane and new internal streets, improving connectivity, permeability and pedestrian experience across the site. A gateway building of taller height opposite the station will mark the southern gateway into Sevenoaks, with building heights then stepping down northwards in response to the site's topography and surrounding historic townscape context.

Active ground-floor uses, including commercial space opposite the station, will animate the public realm and promote a safe and animated streetscape. New public spaces and landscaped podiums will activate both proposed routes through the site and existing streets around the site's edges, providing attractive meeting spaces for residents and the wider community.

All homes will benefit from private amenity space in the form of balconies, terraces or podium landscaped areas, creating high-quality living environments protected from wider sources of noise. Podium parking is integrated discreetly within the development to prioritise pedestrian-friendly streets and landscaped spaces.

Overall, the vision is to deliver a distinctive, design-led development that supports sustainable growth, strengthens the townscape and creates a welcoming new destination for residents, visitors and the wider community.

Movement Plan



Legend

- | | | |
|---------------------|--|-------------------------------|
| Site boundary | Access to podium parking | Existing pedestrian crossings |
| Bus route | Podium parking | Proposed pedestrian crossing |
| Development parcels | Leisure route | |
| Entrances to site | Local Cycling & Walking Infrastructure Plans | |
| Routes through site | | |

Movement – *connected and future-proofed*

Movement will be shaped by the site's integration with the surrounding street network, connecting to adjacent streets and active travel routes. Proximity to Sevenoaks Railway Station will support sustainable transport, with improved pedestrian and cycle access to the station and bus stops on London Road. Routes through the site will accommodate potential future connections, supporting long-term regeneration of the wider area.

NDG Characteristic	Design Requirement
Movement	
Wider Connections	• Routes through the site must connect to proposed LCWIP Routes 4 and 5. The design of these routes must promote cycling and walking within the site. • A new pedestrian crossing on London Road must be provided, linking the site directly to Sevenoaks Railway Station, bus stops and the taxi rank. • The development must positively address Hitchen Hatch Lane, with active frontages and high-quality hard landscaping along the eastern edge of the site. Existing trees along this boundary must be retained, with a leisure route provided within the site alongside them. • The quality of the public realm should support proposed LCWIP routes connectivity towards Greatness, Sevenoaks Town Centre and Dunton Green.
Safety, Legibility and Wayfinding	• All movement routes must be overlooked, well-lit, and feel safe. Routes should be intuitive, supported by clear landmarks, signage, and long views for orientation.
Parking	• A range of car parking arrangements may be provided, including podium parking and on-street parking. On-street parking must not dominate the streetscape. • Where podium parking is used, the width of vehicular access points must be minimised and integrated within the façade design; to maintain an active, pedestrian-friendly frontage. • All homes must provide convenient and easily accessible cycle parking. • Private cycle stores must be integrated at ground floor level with well-designed, proportionate entrance doors that sit comfortably within the building frontage. • Communal cycle parking must be provided at convenient locations along the key movement routes within the site.

Nature and Public Spaces Plan



Legend

- | | | |
|---------------------|--------------------------------|--------------------|
| Site boundary | Podium green | Railway edge |
| Bus route | Community green | Tree-lined streets |
| Development parcels | Pocket park | Leisure route |
| Public realm | Open space with retained trees | |

Nature and Public Spaces – *accessible and layered*

The landscape strategy establishes a series of open spaces with distinct character, supporting social interaction, recreation and respite. Public realm areas connect to the site's movement network and wider context, while private amenity spaces above the podium parking provide attractive outdoor environments for residents. High-quality landscaping throughout the site strengthens the relationship between people and nature and encourages active use of outdoor spaces.

NDG Characteristic	Design Requirement
Nature & Public Spaces	
Open Space	• There is a quantitative shortfall of parks and gardens and amenity greenspace provision in Sevenoaks. The proposed development will include provision of on-site open space in accordance with Policy OS1. • In accordance with Policy OS2, the scheme must provide a Local Equipped Area for Play (LEAP), a Local Area for Play (LAP), and an informal playspace.
Hitchen Hatch Lane	• The public realm at the base of buildings must be of high quality, creating a welcoming and active ground floor environment that supports spill-out spaces for commercial uses and informal interaction. • The eastern frontage along Hitchen Hatch Lane must transition from a more urban and formal character to the south, responding to the station and London Road, to a softer, more naturalistic treatment to the north. Existing trees along this boundary must be retained and integrated within the landscape design.
Internal Routes	• Planting must prioritise native, climate-resilient species that provide shade, seasonal interest and biodiversity. • Existing trees must be incorporated within internal routes where possible, providing spaces for interaction with nature.
Podium Greens	• Podium greens (open spaces located above podiums) must be easily accessible to residents and designed to feel safe and overlooked at all times. • Spaces must provide formal and informal play opportunities and support intergenerational interaction. • Planting must prioritise native, climate-resilient species that provide shade, seasonal interest and biodiversity.
Community Greens	• Existing trees must be incorporated within community greens where possible, providing spaces for interaction with nature. • Community greens must be overlooked by surrounding homes and include direct access to dwellings, ensuring they are actively used and feel safe.

	• Spaces must include formal and informal play opportunities suitable for a range of ages.
Railway Edge	• Existing trees along the railway edge must be retained and enhanced where possible to improve the outlook from homes and provide effective noise and pollution attenuation.
Boundary Treatments	• Ground floor homes must have appropriate boundary treatment between private space and the street to improve outlook and privacy while maintaining an active and welcoming frontage. • Boundary treatment along Hitchen Hatch Lane must be urban in character, reflecting the more formal streetscape of this frontage.

Placemaking and Built Form Plan



Legend

- | | | |
|----------------------|---|--------------------|
| Site boundary | Leisure route | Approx podium area |
| Bus route | Open green spaces | Approx 120-160 dph |
| Gateway building | Key Frontage along London Road and Hitchen Hatch Lane | Approx 160-200dph |
| Commercial area | Key Frontage along internal routes | Approx 200-240 dph |
| Public realm | Key Frontage along railway edge | |
| Vehicular routes | | |
| Active travel routes | | |

Placemaking and Built Form

The site will comprise a mixed-use development focused around a landmark gateway building at the junction of London Road and Hitchen Hatch Lane. Commercial uses at ground-floor level will activate this prominent corner and support the site's role as a gateway to Sevenoaks Station, with residential uses above contributing to activity.

Development must respond sensitively to the site's immediate context, including the low-rise residential character of St Botolph's Avenue, Hitchen Hatch Lane and Mount Harry Road; the setting of the nearby conservation area; and the site's prominence in key views from the surrounding historic townscape and in long views from the Kent Downs'. Although this is one of the District's most sustainable and well-connected locations, proposals must reflect Sevenoaks' identity as a market town set within the Kent Downs, ensuring that the scale, massing and architectural character of the development sits comfortably within this context.

Uses - mixed and integrated

NDG Characteristic	Design Requirement
Uses	
Mixed-uses/ Station Gateway	- Commercial uses must be located at ground floor level within the gateway building and along the London Road and Hitchen Hatch Lane frontages. - Commercial uses must be highly visible and easily accessible from Sevenoaks Station and the surrounding street network, supporting their long-term vitality and viability
Affordable Housing	Affordable homes must be integrated across the proposal using a distributed clustering approach, ensuring tenure-blind design and equal access to shared facilities.

Built Form - a coherent pattern of development

NDG Characteristic	Design Requirement
Built Form	
Density and Typologies	- The highest-density development be focused around the station gateway. - Building heights must reduce along Hitchen Hatch Lane and towards the northern part of the site, responding to surrounding residential character, topography and wider townscape views. - Building heights and massing must be informed by an assessment of the site's visibility in key views, including from the conservation area, London Road approaches, and elevated land to the east, demonstrating that the development sits comfortably within the wider townscape.
Layout and Block Structure	Development should be arranged around a series of courtyards that define the streets and public spaces
Frontages	Building frontages along London Road and Hitchen Hatch Lane must transition from the taller gateway element to a lower

	scale towards the north of the scheme, responding to the established residential character of the surrounding streets and ensuring an appropriate relationship with neighbouring properties on St Botolph's Avenue and Hitchen Hatch Lane. • Ground-floor commercial uses within the gateway building should provide active and welcoming frontages, avoiding blank elevations and creating a positive relationship the enhanced public realm. • The public realm associated with the ground-floor uses should incorporate opportunities for outdoor seating and spill-out activity • Buildings fronting internal streets and spaces must provide active frontages through ground-floor entrances, habitable rooms and overlooking, creating a safe and attractive environment whilst minimising the visual impact of podium parking and inactive frontages. • Service areas and refuse storage must be integrated within the building design and not dominate prominent frontages or the streetscape • Buildings along the railway corridor must provide a positive frontage that contributes to the townscape whilst helping to mitigate noise and air quality impacts. The scale and massing of development along this edge must be considered in the context of its visibility from the wider area, including from elevated areas to the east.
Density	• Densities can range from 120dph up to 240dph, with the highest densities focused at the southern gateway, stepping down towards the north-east and north-west edges as the topography rises and the character transitions towards the lower-rise residential context of the surrounding streets.

Other Design Requirements

NDG Characteristic	Design Requirement
Identity	
Gateway Building	• The gateway building must be designed to act as a landmark that reinforces the site's role as a key arrival point to Sevenoaks and aids legibility and wayfinding to Sevenoaks Station. • The height and massing of the gateway building must be tested through a townscape and visual impact assessment, demonstrating that its scale is appropriate to Sevenoaks' historic market town character and does not dominate the setting of the adjacent conservation area or key views along London Road. The impact on long views from the Kent Downs must be considered.

	• The architectural design, detailing and composition of the gateway building must be of a high quality, reflecting its prominence within the townscape and visibility from key views. • The materials and colour palette must respond to the character of Sevenoaks and be coordinated with adjacent development sites to create a cohesive station gateway environment.
Legibility	• Public art or heritage interpretation should be incorporated within the public realm to reinforce the local character and significance of the neighbouring conservation area and assist with wayfinding.
Homes and Buildings	
Amenity	• Affordable housing should be tenure-blind with equal access to shared facilities and public spaces.
Light/Aspect/Privacy	• All units should be designed to achieve good levels of natural light, dual aspect where possible, and have private outdoor/amenity space. • Overlooking and overshadowing must be minimised through careful layout, orientation, and building height transitions.
Resources	
Energy Hierarchy	• Development must follow the energy hierarchy: reduce demand first, then use efficient systems, then supply with renewables. • Building fabric must be optimised to reduce heat loss, with passive design for ventilation, shading, and daylighting.
Embodied Carbon	• Materials with low embodied carbon must be prioritised. • The use of modern methods of construction should be explored to reduce waste, improve build quality, and support the embodied carbon targets for the development.
Water	• All homes and public spaces must incorporate water efficiency measures. • Landscape design must manage surface water levels on site.
Lifespan	
Delivery	• Long-term management of green and blue infrastructure must be secured from the outset, with opportunities for community involvement and review to support stewardship over time.
Management	• A long-term management plan must be secured for the proposal landscape to ensure resilience, safety, and biodiversity. • Opportunities for resident involvement in management and review (e.g. green space stewardship, monitoring biodiversity, or programming community facilities) must be embedded to create ownership and resilience over time. • Each home must have a considered refuse and recycling bin approach that ensures bins are located in a convenient and easily accessible location, are well-designed and attractive, and support correct use.