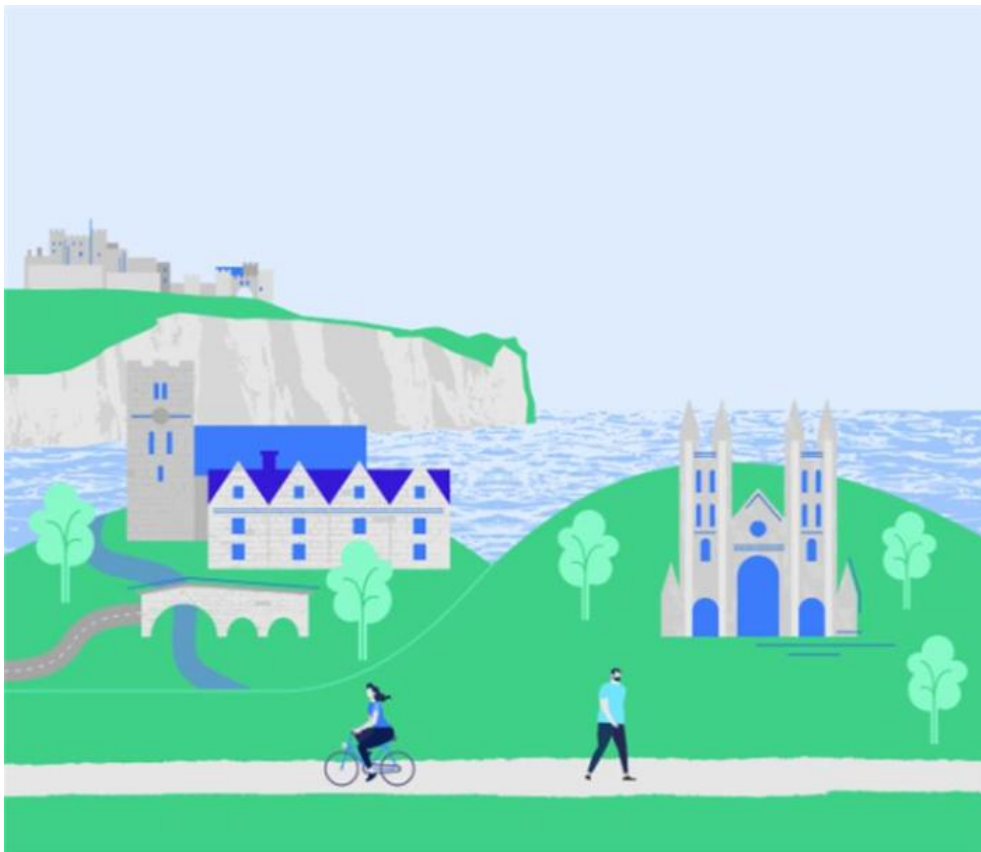


## Sevenoaks Local Plan Technical Evidence Base – Sustainable Transport Site Assessment Analysis to Inform the Traffic Modelling Scenarios Technical Note

Document no: 2

Revision: 2

Sevenoaks District Council  
25 August 2026



## Sevenoaks Local Plan Technical Evidence Base – Sustainable Transport Site Assessment Analysis to Inform the Traffic Modelling Scenarios Technical Note

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| 1        | 20/07/26 | Updated draft for client review - update includes new Sevenoaks development sites and updated assessment analysis | FH     | MM      | RS       | MT       |
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## 1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been commissioned to develop the required strategic modelling necessary to provide the Local Plan evidence base for Sevenoaks District Council's (SDC) emerging Local Plan.

As part of this commission, Jacobs have prepared the sustainable transport site assessment analysis. The analysis is summarised in this Technical Note, which will be used to support the transport evidence base. The objective of the analysis was to inform on impacts and mitigation of the Plan's development traffic on the network by:

- understanding ways to reduce highway trip rates associated with plan growth/growth areas.
- identifying practical sustainable transport mitigation options to mitigate growth in the plan.

Caveat: It should be noted that public transport improvements have not been considered at this stage (for this analysis) and further assessment of additional sustainable transport measures, particularly public transport, is likely to be needed as the draft Local Plan evidence base develops over time.

### 1.1 Local Plan Background

SDC are preparing a Local Plan for the borough to address future growth requirements. The Local Plan will identify land for a target of 17,460 new homes between 2027 and 2042. This is the equivalent of 1,145 homes per year, a 63% increase on the current housing target.<sup>1</sup>

SDC will use their evidence base to support public consultation on the draft Local Plan and the eventual Examination of the Plan with the Planning Inspectorate. If the Local Plan is adopted, this will be used to help inform decisions on planning applications in Sevenoaks. The next steps in the Local Plan preparation include:

- Regulation 18 Consultation: October–December 2025 (completed)
- Regulation 19 Pre-submission Publication: 23<sup>rd</sup> July to 17<sup>th</sup> September 2026 (ongoing)
- Local Plan submitted to the Planning Inspectorate: before 31 December 2026

### 1.2 Purpose and Scope of Work

The purpose of this work, the Sustainable Transport Site Assessment Analysis, is to:

- Understand the potential to reduce highway trip rates for trips associated with plan growth/growth areas
- Identify the positive impact of sustainable transport options (change / reduce / mitigate private car trips) to mitigate growth in the plan.

The findings are then used to detail/validate the transport mode shares used in the Local Plan process:

- Modelling scenarios –The RAG (Red-Amber-Green) Ratings of the potential reductions in highway trips for development sites/geographical clusters of development sites for the modelling scenarios

---

<sup>1</sup> SDC Local Plan consultation: [Local Plan Regulation 19 consultation | Sevenoaks District Council](#)

- Evidence base analysis to detail/validate and justify how the proposed/potential level of sustainable modal shift and the mode share reductions have been derived, to assist with questions raised at public consultations and at examination (a requirement for the TA evidence base).

The Sustainable Transport Site Assessment Analysis work is set out in three stages (the Scope of Work), with this Report providing an overview of the work undertaken and the key findings from each stage.

- Stage 1 – Existing situation evidence gathering and current situation assessment.
- Stage 2 – Proposed/potential future projects/plans and assessment of the proposed measures.
- Stage 3 – Strategic Recommendations to ensure that mode share and highway mitigation measures.

### 1.3 The Assessment Tool and Process

A bespoke and tailored Excel and GIS (Geographical Information Systems) based Trip Rate Assessment Tool has been created to indicatively 'test' the 113 development sites (grouped into 22 geographical clusters).

The tool has been used to assess each of the 22 clusters based on the cluster's ability to:

- Reduce car-based trips, and subsequently reduce the Trip Rate in the traffic modelling scenarios
- increase mode shares towards sustainable and active transport e.g. walking, cycling, bus and rail, and subsequently reduce the Trip Rate in the traffic modelling scenarios

The Trip Rate Assessment Tool is based on a two-tier / two stage assessment.

- Stage 1 assesses each of the 22 clusters against the existing opportunities to reduce Trip Rate e.g. existing bus routes, bus station, rail stations and cycling infrastructure. The scoring is based on a RAG (Red-Amber-Green) rating.
- Stage 2 assesses each of the 22 clusters against the planned/proposed projects ability to reduce Trip Rates. For example, the delivery of priority cycling routes as outlined in the LCWIP. The score is also based on a RAG rating.

The Tool provides a visual overview of which clusters of proposed development sites have the potential and/or with validity to reduce car-based Trip Rates, and which don't.

Reducing the baseline from 70% (in the UK 70% of all trips by car are made by private car) of all trips made by car to 50 - 60% of trips made by car would help to reduce pressure at these locations. This would require 40%-50% of all trips to be made by sustainable transport modes e.g. walking, cycling, bus or train.

The Trip Rate Assessment Tool delivers Council's two key requirements:

1. An evidence base to detail/validate how the mode shares were developed (e.g., a X% reduction in highway trips for developments XYZ) in the traffic modelling scenarios
2. A justified sound evidence and valid research/data. There is a requirement for the TA evidence base and the modal shift requirement.

The overall output of the Trip Rate Assessment Tool is:

- A list of development sites / clusters which will retain the baseline assumption in the traffic modelling scenarios that 70% of all trips will be made by made by car.
- A list of development sites / clusters which have the opportunity / potential to partially reduce the number of car trips due to existing and proposed infrastructure / inventions e.g. access to rail stations. It is assumed for these sites that the 70% of car trips would be reduce to 60% of all trips by car.

- A list of development sites / clusters which have the significantly greater opportunity to reduce the number of car trips due to the size of the development and proposed infrastructure / inventions. It is assumed for these sites that the 70% of car trips would be reduce to 50% of all trips by car.

## **1.4 Report Structure**

The remainder of this Technical Note is structured as follows:

- Section 2 - Development sites in the emerging Local Plan
- Section 3 - Stage 1 Assessment - Existing Situation
- Section 4 - Stage 2 Assessment – Future Planned and Proposed schemes / Infrastructure
- Section 5 – Stage 3 - Strategic Recommendations for Mode Share and Highway Mitigation Measures
- Section 6 – Conclusions and Next Steps

## 2. Development Sites in the Emerging Local Plan

### 2.1 Proposed Developments Sites

Sevenoaks currently has a population of around 120,514 people (Census 2021) and approximately 50,947 dwellings<sup>2</sup> SDC are proposing an additional 11,713 new dwellings with 105,190 sqm of employment area across 113 development sites by 2042. The proposed housing development sites range in size from 5 to 2,579 dwellings.

### 2.2 Proposed Developments Sites Grouped into Geographical Clusters

The 113 proposed development sites have been grouped into 22 geographical clusters (listed by name and number in Table 2-1 and shown in Figure 2-1). The clusters include all 11,713 of the proposed dwellings, all the proposed employment land (105,190 sqm) and include the 68 gypsy and traveller pitches.

Table 2-1: The 22 Geographical Clusters Comprising the 113 Local Plan Development Sites

| Cluster no.   | Cluster Name           | No. Dwellings | Employment Area (sqm) | Gypsy and Traveller Pitches |
|---------------|------------------------|---------------|-----------------------|-----------------------------|
| 1             | Swanley N              | 872           | -                     | 20                          |
| 2             | Swanley C              | 143           | -                     | -                           |
| 3             | Swanley W              | 759           | 10,450                | 1                           |
| 4             | South Darenth          | 419           | 5,000                 | -                           |
| 5             | Longfield              | 221           | -                     | -                           |
| 6             | New Ash Green          | 854           | 5,900                 | -                           |
| 7             | West Kingsdown         | 321           | -                     | -                           |
| 8             | Eynsford               | 2,584         | 49,000                | 15                          |
| 9             | Penhurst               | -             | 200                   | -                           |
| 10            | Halstead NW            | 810           | -                     | 12                          |
| 11            | Halstead SE            | 78            | -                     | -                           |
| 12            | Otford W               | 159           | -                     | -                           |
| 13            | Dunton Green W         | 1,780         | 27,000                | 15                          |
| 14            | Kemsing                | 167           | -                     | -                           |
| 15            | Bat & Ball             | 159           | -                     | -                           |
| 16            | Riverhead              | 74            | -                     | -                           |
| 17            | Sevenoaks C            | 788           | 6,240                 | -                           |
| 18            | Westerham              | 11            | -                     | -                           |
| 19            | Edenbridge             | 1,392         | 1,400                 | -                           |
| 20            | Edenbridge S           | 39            | -                     | 5                           |
| 21            | Four Elms              | 12            | -                     | -                           |
| 22            | Chiddingstone Causeway | 71            | -                     | -                           |
| <b>Totals</b> |                        | <b>11,713</b> | <b>105,190</b>        | <b>68</b>                   |

<sup>2</sup> Targeted Review of Local housing Needs Jan 2022:  
[https://www.sevenoaks.gov.uk/downloads/file/3608/targeted\\_review\\_of\\_local\\_housing\\_needs\\_jan\\_2022](https://www.sevenoaks.gov.uk/downloads/file/3608/targeted_review_of_local_housing_needs_jan_2022)



Sevenoaks Local Plan Technical Evidence Base – Sustainable Transport Site Assessment  
Analysis to Inform the Traffic Modelling Scenarios  
Technical Note

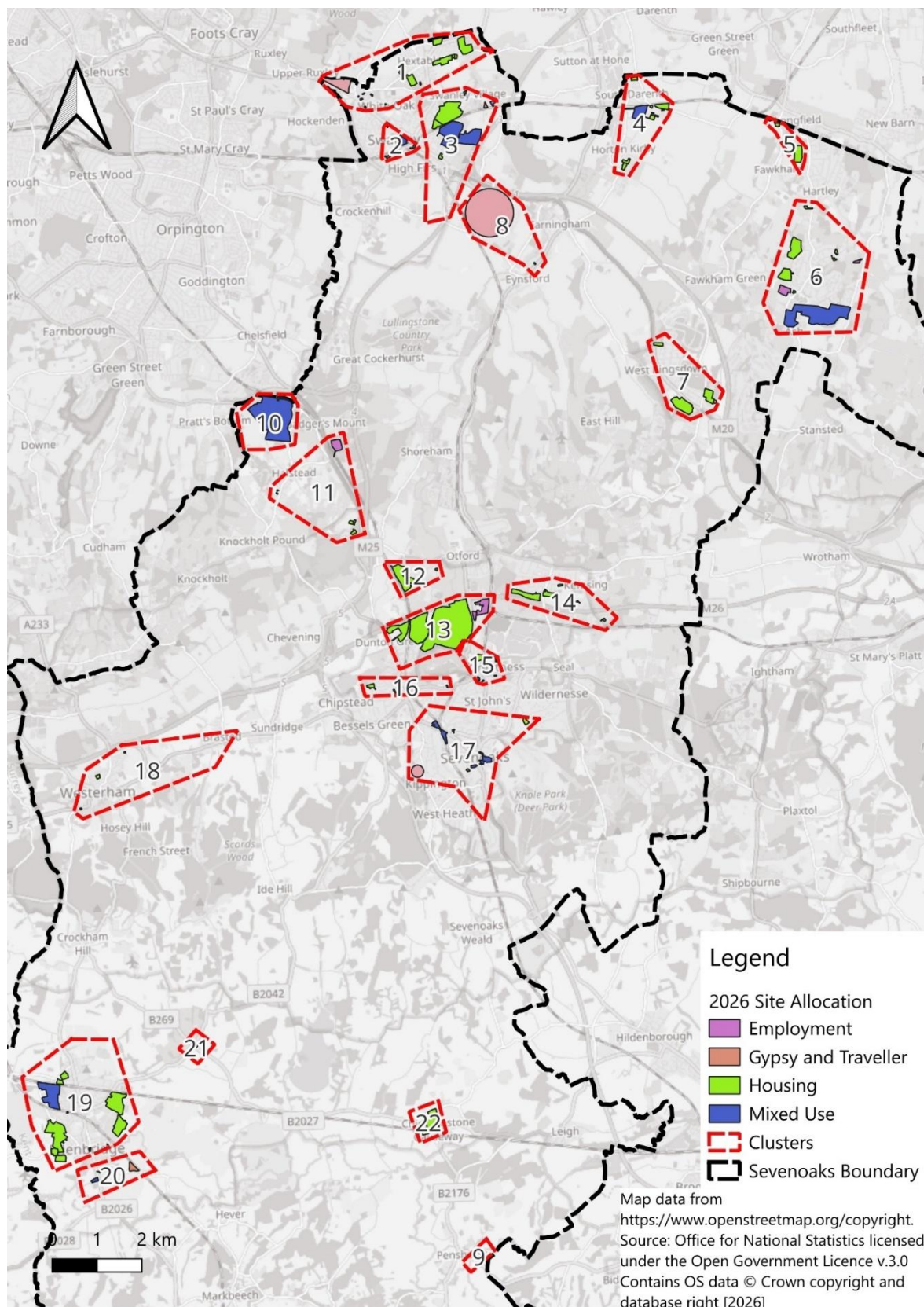


Figure 2-1: Sevenoaks Local Plan Sites and 22 Cluster Groupings

The cluster groupings are based not only on the geographic proximity of the proposed development sites but also on the clusters' broader transport and land use contexts (although it is not necessary for them to share specific road links). The clusters serve two key purposes:

1. to make the number of sites more manageable for analysis, and
2. to identify opportunities where intervention contributions could benefit multiple sites. Grouping sites in this way strengthens the case for pooling and coordinating developer contributions, enhancing the potential impact of transport-related interventions.

The clusters with the most dwellings (greater than 600) are presented in Table 2-2.

**Table 2-2: Clusters with the Greatest Number of Dwellings**

| Cluster no. | Cluster Name   | No. Dwellings |
|-------------|----------------|---------------|
| 1           | Swanley N      | 872           |
| 3           | Swanley W      | 759           |
| 6           | New Ash Green  | 854           |
| 8           | Eynsford       | 2,584         |
| 10          | Halstead NW    | 810           |
| 13          | Dunton Green W | 1,780         |
| 17          | Sevenoaks C    | 788           |
| 19          | Edenbridge     | 1,392         |

The clusters with the most employment area (>20,000 sqm) are presented in Table 2-3.

**Table 2-3: Clusters with the Greatest Employment Area**

| Cluster no. | Cluster Name   | Employment Area (sqm) |
|-------------|----------------|-----------------------|
| 8           | Eynsford       | 49,000                |
| 13          | Dunton Green W | 27,000                |

These eight largest clusters for number of dwellings and employment area represent 84% of new dwellings proposed in the local plan (9,839 units) and the two largest employment clusters (8 and 13) represent 72% of total employment space (76,000 sqm). These clusters could have the greatest potential of modal shift and delivery of sustainable transport mitigations.

## 3. Stage 1 Assessment – Existing Situation

### 3.1 Purpose of the Stage 1 Assessment

The purpose of the Stage 1 assessment was to:

- gather high-level evidence about the current situation including existing transport infrastructure, facilities, and local services.
- assess the potential for modal shift based on the existing conditions.

Stage 1 is based on desktop study to understand which clusters are best served by existing transport as well as the clusters' potential for modal shift based on the existing transport infrastructure, facilities, and local services.

This is a 'Business As Usual' or 'Do Nothing' approach to managing trips associated with plan growth/growth areas.

This section focusses on the nine largest clusters from Table 2-2 and Table 2-3, with the full qualitative and quantitative analysis provided in Appendix A.

### 3.2 The Existing Situation

This section presents an overview of the initial desktop research conducted as part of Stage 1, showing which clusters are best served by existing and future transport as well as the illustration of clusters with potential for modal shift.

Using travel to work data from the 2011 Census<sup>3</sup>, Sevenoaks's mode share is dominated by single occupancy motorised vehicles where 66% of trips to work are via cars and vans, 24% are via public transport, followed by 9% by walking and cycling and the remaining 1% of trips to work being taken by other modes.

National Highways (NH) manage the **Strategic Road Network (SRN)**. Sevenoaks includes key routes such as the M20, M25 and M26 as well as the A21 running through the district.

The large clusters (corresponding cluster numbers shown to the left and dwellings / employment areas on the right) in the closest proximity to the **SRN** are:

- 3 Swanley W (759 dwellings / 10,450 sqm)
- 8 Eynsford (2,584 dwellings / 49,000 sqm)
- 10 Halstead NW (810 dwellings)
- 13 Dunton Green W (1,780 dwellings / 27,000 sqm)

There are numerous rail lines that run east-west through Sevenoaks providing connections to London, Dover, Hastings Tunbridge Wells, and Ramsgate. Train stations within the Sevenoaks District includes Swanley, Longfield, Eynsford, Knockholt, Shoreham, Otford, Dunton Green, Kemsing, Bat and Ball, Sevenoaks, Edenbridge, Edenbridge Town, Hever, Penshurst, Leigh and Cowden.

The large clusters with the greatest **rail connectivity** are:

---

<sup>3</sup> In March 2021, the impacts of the COVID-19 Pandemic were evident with lockdown restrictions and the furlough scheme likely to impact the travel to work data, as such, the 2011 Census data was used for this information.

- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 dwellings / 1,400 sqm)

There are several bus operators serving Sevenoaks District, with Arriva Kent and Surrey and Go Coach being among the main providers. Sevenoaks benefits from a well-connected bus network, with frequent services linking the town to nearby settlements such as Tonbridge, Tunbridge Wells, and Westerham. Key routes include the 402 series (402, 402A, 402B, 402W), which connect Sevenoaks with Tonbridge and Tunbridge Wells, and the 8 Town Circular operated by Go Coach, serving Riverhead, Bat & Ball, and central Sevenoaks. Many of the district's higher-frequency routes radiate from Sevenoaks town centre and railway station, acting as a local transport hub for surrounding communities.

The large clusters in closest proximity to **key bus infrastructure** are:

- 1 Swanley N (872 dwellings)
- 3 Swanley W (759 dwellings / 10,450 sqm)
- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 dwellings / 1,400 sqm)

Sevenoaks has a limited **existing cycling network** that partially serves Sevenoaks; there is a painted cycle way on the Old London Road but overall, the network is disconnected.

The large clusters best served by the **existing cycling network** are:

- 10 Halstead NW (810 dwellings)
- 13 Dunton Green W (1,780 dwellings / 27,000 sqm)

Each cluster was assessed by the walking distance to key destinations e.g. railway stations and local shops and/or services e.g. shops and schools. The large cluster with the best connections for walking to **local destinations** on the basis of distance and public realm provision is:

- 1 Swanley N (872 dwellings)
- 3 Swanley W (759 dwellings / 10,450 sqm)
- 6 New Ash Green (854 dwellings / 5,900 sqm)
- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 dwellings / 1,400 sqm)

### 3.3 Stage 1 Results Summary

Table 3-1 presents a summary of the Stage 1 existing conditions assessment, with each cluster assessed based on existing conditions. Based on existing transport infrastructure, facilities and access to local services, the results show that the opportunity for modal shift is limited. The majority of housing and employment clusters will retain a 70% car mode share based on existing transport infrastructure, facilities, and local services.

**Table 3-1: Summary of the Stage 1 Assessment Results for the 22 Clusters**

| Green – high potential for modal shift                  | Amber – some potential for modal shift                                                                                                         | Red – car dependent / low potential for modal shift                                                                                                                                                                                                                                  |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                         | 2 Swanley C<br>5 Longfield<br>15 Bat & Ball<br>16 Riverhead<br>17 Sevenoaks C*<br>18 Westerham<br>19 Edenbridge*                               | 1 Swanley N*‡<br>3 Swanley W*‡<br>4 South Darenth<br>6 New Ash Green*<br>7 West Kingsdown<br>8 Eynsford**‡<br>9 Penhurst<br>10 Halstead NW*‡<br>11 Halstead SE<br>12 Otford W<br>13 Dunton Green W**‡<br>14 Kemsing<br>20 Edenbridge S‡<br>21 Four Elms<br>22 Chiddingstone Causeway |
| <b>Equates to 0 dwellings and 0 sqm employment area</b> | <b>Equates to 2,788 new dwellings and 7,640 sqm employment area</b><br>(covering 24% of total proposed dwellings; 7% of total employment area) | <b>Equates to 8,925 new dwellings and 97,350 sqm employment area</b><br>(covering 76% of total proposed dwellings; 93% of total employment area)                                                                                                                                     |

\*Cluster has greater than 600 dwellings.

\*Cluster has 20,000 sqm or greater of employment area.

‡Cluster contains Gypsy and Traveller site(s).



## 4. Stage 2 Assessment – Future Planned and Proposed Schemes / Infrastructure

### 4.1 Purpose of the Stage 2 Assessment

The Stage 2 assessment assesses the potential for future planned and proposed schemes, projects, and infrastructure to improve sustainable access to different clusters and influence modal shift.

### 4.2 Kent County Council's Local Transport Plan

KCC's Local Transport Plan (LTP) LTP5<sup>4</sup>, which was adopted in December 2024, prioritises network resilience, road safety, economic competitiveness, international and public transport connectivity, historic and natural environments, noise, and public health. It is Kent's fifth LTP and runs until 2037. Projects highlighted in/adjacent to the Sevenoaks area in the LTP include junction and corridor improvements, walking and cycling upgrades and network-wide proposals, as shown in Figure 4-1.

#### 10. DISTRICT SPECIFIC PROPOSALS CONTINUED

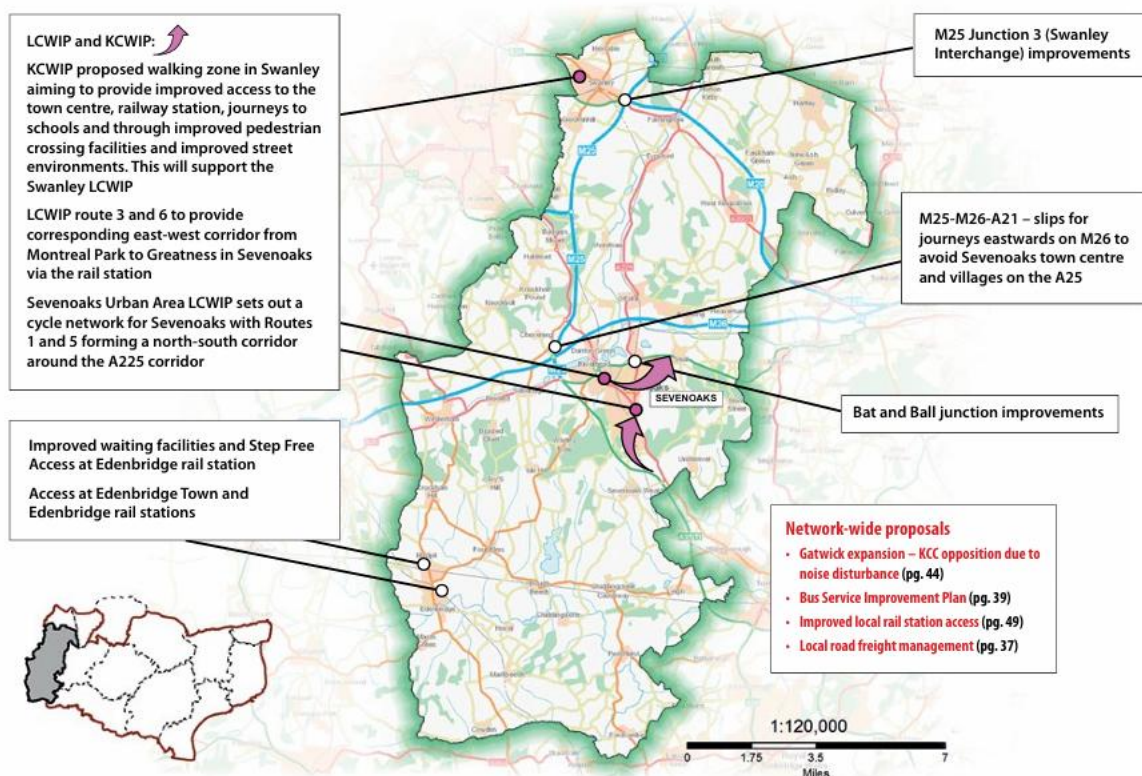


Figure 4-1: Kent County Council's Local Transport Plan (LTP5) Sevenoaks Proposals

<sup>4</sup> Available at: <https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/roads-paths-and-transport-policies/striking-the-balance-our-local-transport-plan>

## 4.3 Future Planned and Proposed Transport Schemes

This section presents an overview of the potential future schemes, showing which clusters are best served by future sustainable transport measures as well as a high-level illustration of each cluster's potential for modal shift, building on the current situation (Stage 1) assessment.

This section focusses on the nine largest clusters as presented previously in Table 2-2 and Table 2-3. The Stage 1 and 2 full qualitative and quantitative analyses of the clusters are provided in the Assessment Tool (see section 1.3 and Appendix A).

### 4.3.1 Scenario – LCWIP/Cycling Route Approach

This scenario is based on an active travel approach as Sevenoaks has proposed LCWIP routes. This is a 'lighter touch' approach to planning and supporting new sustainable developments.

Swanley, Sevenoaks and Edenbridge have proposed Local Cycling and Walking Infrastructure Plan (LCWIP) routes with Swanley's LCWIP routes aiming to connect North Edenbridge with South Edenbridge. Sevenoaks's LCWIP aiming to connect Sevenoaks centre with Bessels Green, Dunton Green, Greatness and West Heath. Swanley's LCWIP route seeks to connect Swanley town centre with Crockenhill, Birchwood Corner, Hextable via Birchwood Park Avenue and Walnut Way and Christchurch.

The large clusters which would be best served by the **proposed LCWIP routes** are:

- 1 Swanley N (872 dwellings)
- 3 Swanley W (759 dwellings / 10,450 sqm)
- 13 Dunton Green W (1,780 dwellings / 27,000 sqm)
- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 dwellings / 1,400 sqm)

### 4.3.2 Scenario – Internalisation

The **internalisation potential** for the future development site clusters was also reviewed.

Internalisation refers to the % of trips generated where both the start and end points of the trip are within the development site or geographical cluster of development sites.

This scenario is based on a combination of existing infrastructure and the internalisation achieved from new developments being either 1) located in sustainable locations close to key trip attractors and destinations e.g. railway stations and/or 2) co-located with or in proximity to another new development e.g. residential developments close/next to new employment sites.

Internalisation means creating places where people can live, work, and access services locally, reducing the need to travel long distances and encouraging sustainable travel choices. It is important to consider in guiding the selection, planning, and design of new settlements and urban extensions. By considering factors like social needs, infrastructure, and sustainability early on, planners can create more resilient and well-integrated urban environments that meet both current and future demands.

As per industry best practice<sup>5</sup>, key points to look for in reviewing internalisation include:

- Walkable Centres: A strong local centre with essential services (e.g. shops, cafés) within 800m is vital, as most people prefer walking for short trips.
- Critical Mass: Around 1,500 homes and jobs are needed to sustain a vibrant, walkable centre and support good walking mode share.
- Sustainable Connectivity: Public transport, cycling, and micromobility are key for sustainable travel, especially where rail isn't viable. These networks must link well with nearby settlements.

In the internalisation assessment, clusters that had mixed use allocations, proximity to existing and proposed major employment sites, and sites that had would have good walking links to existing settlements and rail connections scored well. The large clusters that would benefit most from implementation of internalisation encouraging methods are the following:

- 1 Swanley N (872 dwellings)
- 3 Swanley W (759 dwellings / 10,450 sqm)
- 4 South Darenth (419 dwellings / 5,000 sqm)
- 10 Halstead NW (810 dwellings / 0)
- 13 Dunton Green W (1,780 dwellings / 27,000 sqm)
- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 dwellings / 1,400 sqm)

With these Stage 2 measures, and any future transport measures, it is important that where these elements are applicable, they are delivered **prior to occupation** and are available from day one of opening in order to set the principles of sustainable travel. Conditions and obligations should be secured through planning consent that trigger the delivery of sustainable transport infrastructure prior to first occupation.

It is assumed that financial contributions towards community, public and school transport will be secured as part of any planning obligations associated with all new developments. This can be collected through Section 106 statutory obligations and/or through Sevenoaks' Community Infrastructure Levy (CIL) policy.

### 4.3.3 Scenario Considerations

Note that the scenario testing assesses clusters' performance against existing and future infrastructure/interventions to forecast the potential modal shift. The scenarios do not account for deliverability constraints and requirements such as land ownership, land purchase, costs, or other technical constraints.

## 4.4 Stage 2 Results Summary

Table 4-1 presents a summary of the Stage 2 potential future conditions assessment results for each of the site clusters across Sevenoaks District. The assessment, based on the known pipeline of internalisation and proposed LCWIP measures, shows that there is an opportunity for modal shift at clusters 1, 2, 3, 4, 5, 8, 10, 13,

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<sup>5</sup> Delivering Sustainably Walkable Neighbourhoods, Arup, available online:  
<https://www.arup.com/globalassets/downloads/insights/d/delivering-sustainably-walkable-neighbourhoods/delivering-sustainably-walkable-neighbourhoods.pdf>



15, 16, 17, 18, 19 and 20 (all sites in green and amber), which comprises the largest sites of the plan and totals to 10,051 dwellings and 99,090 sqm of employment area.

The results show that when assessing against internalisation and LCWIP, there is significant opportunity for modal shift, with only smaller clusters remaining at approximately 70% car mode share.

**Table 4-1: Summary of the Stage 2 Assessment Results for the 22 Clusters**

| Green – high potential for modal shift                                                                                                         | Amber – some potential for modal shift                                                                                                                                          | Red- car dependent/low potential for modal shift                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 Swanley C<br>15 Bat & Ball<br>17 Sevenoaks C*<br>19 Edenbridge*                                                                              | 1 Swanley N**<br>3 Swanley W**<br>4 South Darenth<br>5 Longfield<br>8 Eynsford**<br>10 Halstead NW**<br>13 Dunton Green W**<br>16 Riverhead<br>18 Westerham<br>20 Edenbridge S† | 6 New Ash Green*<br>7 West Kingsdown<br>9 Penhurst<br>11 Halstead SE<br>12 Otford W<br>14 Kemsing<br>21 Four Elms<br>22 Chiddingstone Causeway |
| <b>Equates to 2,482 new dwellings and 7,640 sqm employment area</b><br>(covering 21% of total proposed dwellings; 7% of total employment area) | <b>Equates to 7,569 new dwellings and 91,450 sqm employment area</b><br>(covering 65% of total proposed dwellings; 87% of total employment area)                                | <b>Equates to 1,662 new dwellings and 5,900 sqm employment area</b><br>(covering 14% of total proposed dwellings; 6% of total employment area) |

\*Cluster has greater than 600 dwellings.

\*Cluster has 20,000 sqm or greater of employment area.

†Cluster contains Gypsy and Traveller site(s).

## 5. Stage 3 – Strategic Recommendations/Considerations for Mode Share and Highway Mitigation

NB - The Government are reviewing views on a revised National Planning Policy Framework (NPPF) and other changes to the planning system, with a revised NPPF expected to be published in summer/autumn 2026.

### 5.1 NPPF (2024) and Plan-Making Requirements

On 12 December 2024 the Ministry of Housing, Communities and Local Government published the current NPPF.

Prior to 12 December 2024 the Highway Authorities assessed whether development sites/proposals would result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, and a safe and suitable access to the site would be provided for all users, as per paragraphs 114 and 115 of the NPPF (2023).

The NPPF (2024) states that in the context of plan-making that Plans should (para 16):

- a) be prepared with the objective of contributing to the achievement of sustainable development
- b) be prepared positively, in a way that is aspirational but deliverable
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals

The NPPF (2024) states that:

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109)

This should involve:

- c) understanding and addressing the potential impacts of development on transport networks.
- d) realising opportunities from existing or proposed transport infrastructure
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects

### 5.2 NPPF (2024) and the Consideration of Development Proposals

The NPPF (2024) states that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes are prioritised ***taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an ***acceptable degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, following mitigation***, would ***be severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a **vision-led** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed **and monitored** (para 118).

A TA (as defined by the NPPF 2024) is 'A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development.'

### 5.3 Reasonable Future Scenarios

A vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (NPPF para 109) with sustainable transport modes prioritised for the sites (NPPF para 115) is required for the Local Plan

Three future scenarios (as per NPPF para 116) were identified for the Sevenoaks mode shift assessment. They are:

**Scenario 1 – 'Business As Usual' approach.** This 'Business As Usual' or 'Do Nothing' approach, is the existing public and sustainable transport infrastructure/facilities already provided in Sevenoaks.

- NB: This is the existing infrastructure as per Stages 1 of this project.

**Scenario 2 – Sustainable travel options approach.** This scenario is based on a combination of existing and future proposed sustainable and active transport options e.g. delivering the LCWIPs (Local Walking and Cycling Improvement Plans) as well as internalisation. This is a 'Lighter touch' approach to planning and supporting new sustainable developments.

- NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the LCWIP routes passed through or close to the development sites / cluster.

**Scenario 3 – Internalisation.** This scenario is based on a combination of existing infrastructure and the internalisation achieved from new developments being either 1) located in sustainable locations close to key trip attractors and destinations e.g. train stations and/or 2) co-located with or in proximity to one another new development e.g. residential developments close/next to new employment sites.

- NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the cluster of development sites is close to other clusters and the % of trips generated where both the start and end points of the trip are within the development site or geographical cluster of development sites.

### 5.4 Opportunities for Change

The move to a vision-led approach will require all new developments to clearly set out the vision for each site /cluster and validate how it can be delivered in any supporting TA/TS and TP through the planning process. This will need to include an effective monitoring and manage strategy with a delivery programme of different sustainable measures to achieve the respective vision of each site. This will be particularly important for larger developments including, but not limited to:

- 1 Swanley N (872 dwellings / 0)
- 3 Swanley W (759 dwellings / 10,450 sqm)
- 6 New Ash Green (854 dwellings / 5,900 sqm)

- 8 Eynsford (2,584 dwellings / 49,000 sqm)
- 10 Halstead NW (810 dwellings / 0)
- 13 Dunton Green W (1,780 dwellings/ 27,000 sqm)
- 17 Sevenoaks C (788 dwellings / 6,240 sqm)
- 19 Edenbridge (1,392 / 1,400 sqm)

## 5.5 The Importance of Internalisation and Factors for Consideration

Internalisation is critical in the selection, planning and design of new settlements and urban extensions.

Distance, the influence of distance, observed behaviour of others, scale, density, affluence, economic sustainability (local shops and services supported by residents and employees), social sustainability (level of services and access to facilities e.g. school, medical centre, gym, cafes) and environmental sustainability (e.g. safe and attractive walking routes) are all factors for considerations.

Future uncertainties including technology, ageing populations and health challenges all influence and create barriers to walking, cycling, wheeling and the use of public transport for shorter and local trips. These factors will influence the % of trips generated where both the start and end points of the trip are within the development site or geographical cluster of development sites

Creating internalised new settlements and urban extensions suitable for people of all ages, demographics and physical abilities is dependent upon creating an equilibrium between a local population and locally provided amenities. The key factors are:

- A strong 'centre' providing a range of destinations and/ or services (e.g. grocery shop, café) within a walkable distance is critical. For most people, walk is the main mode choice for journeys under 600–700m.
- A 'critical mass' of homes and jobs is essential for a settlement to sustain internalisation and maintain a strong walkable centre. 1,500 homes and jobs support a good-sized local centre and sustain average walk mode shares.
- Public transport and cycling remain key to achieving sustainable mode shares in most new settlements and urban extensions. Bus public or demand-responsive transport, cycling and micromobility networks are essential for developments that can't support new rail stations/services. However, it is essential that they connect to and with adjacent settlements.

## 5.6 Internalisation case study - Cranbrook New Town in East Devon

NB: This case study is used to illustrate the importance of internalisation and prompt delivery of infrastructure.

Cranbrook is a new town in East Devon with 2,500 new homes (and up to 8,000 new homes) plus 22 hectares of land for new employment.

The original purpose of Cranbrook was to create a trailblazing self-sustaining vibrant eco-town town, but many residents say it's just another sprawling, soulless housing estate. The town still lacks basic infrastructure, including a proper town centre, a library and a children's centre. Residents want a long-promised larger supermarket, skatepark, auditorium, civic building and new shops.

Plans for the new town commenced in 1995. The Government backed proposals in 1998, with the preferred site for a 3,000-dwelling development in the Local Plan in 2001. In 2003 a consortium of developers submitted an outline planning application. In 2005 revised plans were submitted including a central 'town centre', a public

transport corridor and the creation of a bus and train interchange at the railway station. Outline planning was approved in 2006 with detailed designs approved in 2011.

The first residents occupying the first dwelling in summer 2012.

- Bus services started 10 months later
- GP surgery and pharmacy opened after 1,000 homes were occupied (33 months after 1st occupation)
- The Cranbrook Education Campus opened 38 months after 1st occupation
- Cranbrook train station opened 3 years and 5 months after 1st occupation
- With a planned population of 18,000 Cranbrook is now described a market town without a market, and a population to shop ratio of 1:5,000.

## 5.7 NPPF 2024 Directives – Car parking

NPPF (2024) para 112 states 'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development.
- b) the type, mix and use of development.
- c) the availability of and opportunities for public transport.
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

NPPF (2024) para 113 states 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Higher density apartment (flats) developments along key transport corridors provide an opportunity and options for car-free living serviced by commercially operated and financially viable car-clubs and mobility hubs.

Reductions of the parking standards should be considered by SBC if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.

The new Chatham Waterfront development in Chatham, Medway is one of Medway Councils' exemplar sustainable developments with car-free studio, 1-bed and 2-bed rental and shared ownership apartments. The site is adjacent to Chatham Waterfront bus station and 650 metres from Chatham train station.

## 5.8 Phasing of Proposed Developments

The previous Technical Note (Rev 0) included a phasing assessment based on the phasing, or build-out times, of the Local Plan sites (i.e. whether each site is planned to be built in period 1, period 2, period 3, or a combination thereof). Phasing data was not provided by the client for the update and new Sevenoaks development sites and so this assessment has not been undertaken.

## 5.9 Interventions for each Cluster and Across all Clusters

As per NPPF 2024 para 115 (a) and (d), interventions are required for each cluster to ensure that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach

Additional public transport enhancements will need to be considered across all clusters to deliver improved levels of service and sustainable access to Local Plan sites. These can be complemented by a range of enforcement measures e.g. Controlled Parking Zones (CPZ's) as well as Behaviour Change measures such as Residents Welcome Packs, Personalised Journey Planning (PJP), residential and employer Travel Plans, car share schemes, secure cycle parking, and community transport schemes can be introduced through planning conditions and financial obligations.

Whilst there is now a nationwide and global shift back to office-based employment and hybrid working =, developers should be encouraged to support remote working by considering technological and digital opportunities to reduce private car trips. Home office spaces and co-working places/hubs could also be secured through planning conditions.

## 5.10 Recommended Approach for the Pre-Application Stage

Pre-application advice on highway and transport matters related to a proposed new development is considered essential to agree on the scope and methodology for any Transport Assessment (TA) / Transport Statement (TS) in advance of submitting a planning application. This can help provide an early indication of whether the proposal is likely to be acceptable or not.

It is recommended that Applicants discuss the vision-led approach with SDC and KCC (as per NPPF para 118) prior to submitting their planning application, so that the likely impacts of the proposal can be identified along with the process for assessment and monitoring.

Additionally, it is recommended that the developers of sites that fall in a particular cluster coordinate during the pre-application stage to create a set of mitigations jointly funded and implemented by a lead developer. This will both lead to more impactful interventions and give SDC and KCC more confidence that the measures will be delivered.

## 5.11 Recommended Approach for the Application Stage

### 5.11.1 Setting the Vision

This approach (as defined by NPPF 2024) to transport planning is based on setting outcomes for a development for achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').

SDC will need to be able to clearly understand the vision for the development e.g. a car-free development or a 15-minute neighbourhood development 9 size and scale appropriate). This section of the TA should include:

- Vision statement
- Transport solutions linked to the vision statement.



- How the vision statement and transport solutions will deliver well-designed, sustainable, and popular places (the benefits realisation).
- Define/describe 'significant impacts' from a development on the transport network e.g. junction capacity.
- Define the 'significant impacts' from a development on all modes e.g., increased demand and bus/rail capacity, not just road.
- How the vision will be validated including SDC's assessment of the validation and a Staged Implementation Plan (SIP) for implementing the vision.

### 5.11.2 Baseline Conditions

In line with NPPF (2024) 'in considering and assessing sites that may be allocated for development in plans, or specific applications for development' para 115 (parts a and d) SDC will need to assess sites based on their Vision. This section of the TA should include:

- Transport modes prioritisation e.g. hierarchy of modes triangle or a SIP (Staged Implementation Prioritisation)
- Defining/describing 'significant impacts' from a development on the transport network e.g. junction capacity
- Defining 'significant impacts' from a development on all modes e.g., increased demand and bus/rail capacity, not just road
- Providing a Mitigation Plan with interventions, costs, and delivery timeline, e.g. a delivery plan similar to an Infrastructure Delivery Plan (IDP) for a Local Plan

### 5.11.3 Future Year Scenarios

Reasonable future scenarios (for assessing potential highways impacts) (as defined by NPPF 2024) are a range of realistic transport scenarios tested in agreement with the local planning authority and other relevant bodies (including statutory consultees where appropriate), to assess potential impacts and determine the optimum transport infrastructure required to mitigate any adverse impacts, promote sustainable modes of travel and realise the vision for the site. Commonly referred to as traffic-modelling scenarios.

SDC will need to receive more than one future scenario to be able to assess multiple future scenarios. The traffic modelling scenarios should at the minimum include:

- A description of acceptable and unacceptable future options
- Worst Case Scenario - Baseline (e.g. % of trips by car). The background traffic growth + development traffic (growth)
- Realistic Scenario - Conservative reduction in car trips / Trip Rates e.g. a well-designed development + Travel Plan interventions + existing local area infrastructure
- Optimistic Scenario – The significant reduction in car trips / Trip Rates e.g. well-designed development with opportunities to walk and cycle + Travel Plan interventions + new infrastructure e.g. bus priority measures or Bus Rapid Transit (BRT).
- The preferred future (vision) and Trip Rates + Mode Share splits

- The means (interventions) to realise that future (vision) and accommodate uncertainty are provided as a Decide & Provide vision-led paradigm

#### **5.11.4 Vision-Led Monitoring**

This section of the TA should clearly set out the monitoring proposals and/or management strategies linked to the Vision and Scenarios. It should clearly summarise the proposed package of monitoring measures, in line with NPPF (2024) para 118. SDC needs to be able to understand how the vision will be monitored over time. This section should include:

- A clear description of the 'Vision' for the development
- The TA needs to clearly define the impacts with a 'Vision led' approach to mitigate impacts
- The TA needs to clearly describe how each of the above impacts will be monitored e.g. how peak hour queues will be monitored, and the frequency of monitoring
- The TA needs to clearly describe the 'Vision' for the development
- The TA needs to describe how the trip generation and distribution (described in the TA) in reality will move away from / or move towards the Vision of the development will be monitored

### **5.12 Planning Conditions and Financial Obligations**

NPPF (2024) para 35 (Development contributions) states that 'Plans (Plan-making) should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.

#### **5.12.1 Planning Conditions**

It is recommended that the proposed development sites (residential and employment) grouped into clusters. have the following planning conditions (to be tailored as required):

##### **5.12.1.1 Travel Plan Condition**

The Development hereby permitted shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority). The Travel Plan shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- details regarding the management of the framework, with a named person and contact details provided
- measures to be implemented in enabling the proposals to achieve the vehicle trip reduction and modal shift targets
- a timetable / phasing plan for the implementation of the Travel Plan measures
- the mechanisms and timetable for reporting, monitoring and review of vehicle trip reduction measures and modal shift targets to the Local Planning Authority
- the identification and timetable for the implementation of remedial measures / further actions to be applied in the event that targets are not met (identified by monitoring)
- mechanism to secure variations to the Travel Plan following monitoring and reviews.

The Development shall only be first occupied in accordance with the approved Travel Plan, which shall remain in perpetuity, unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority in conjunction with the Highway Authority.

Reason: To ensure occupiers of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to the development site.

#### **5.12.1.2 Travel Welcome Pack Condition**

The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a travel welcome pack promoting sustainable forms of access to the development, prepared in accordance with Kent County Council's Design Guide and guidance on Travel Welcome Packs. The pack shall be made available for each dwelling hereby approved prior to first occupation.

Reason: To ensure residents of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to and from the site.

#### **5.12.1.3 Cycle Parking Condition**

No dwelling hereby permitted shall be occupied until sheltered and secure cycle parking has been provided in accordance with the standards and dimensions required by Kent County Council's Design Guide.

Reason: To comply with the Council's parking standards.

### **5.12.2 Financial Obligations**

It is recommended that the proposed development sites (residential and employment) grouped into clusters. have financial contributions towards the following:

#### **5.12.2.1 Community Transport**

There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. Kent County Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.

The Trigger for this contribution should be prior to first occupation.

#### **5.12.2.2 Active Travel Infrastructure**

There is a need for a deliver walking and cycling infrastructure (LCWIP routes) and enhancements proximate to the development sites to improve safe connectivity and accessibility to services and facilities by active travel modes to support and deliver the plan.

The Trigger for this contribution should be prior to first occupation.

## **6. Conclusions and Next Steps**

### **6.1 Conclusions**

Internalisation (e.g. sustainable planning and co-location of dwellings and employment) provides an opportunity to support a reduced private car trip rate for development sites across Sevenoaks.

While the Local Walking and Cycling Improvement Plan (LCWIP) routes do not provide as great an opportunity to support a reduced private car trip rate for development sites as other existing infrastructure or future internalisation, it is still important to consider, especially around the Swanley, Sevenoaks Central and Edenbridge site clusters.

The assessments and scenario testing showed that even with the implementation of internalisation and LCWIP measures 1,662 (14%) dwelling units and 6,100 sqm (6%) of employment space are not supported by sustainable infrastructure.

It should be noted that additional measures, particularly public transport, have not been tested at this stage and are therefore likely to be needed and assessed further to support the sustainable delivery of the Local Plan.

### **6.2 Next Steps**

The next step for SDC is to refine the strategy and delivery programme. The key tasks are likely to include:

- Identifying opportunities to realise internalisation.
- Identifying funding for the design and deliver the LCWIP routes.
- Identifying and assessing how additional public transport measures can improve sustainable access to Local Plan sites.

## **Appendix A. Stage 1 and 2 Assessment**

DRAFT

|                                                                                               | Cluster no.                                                                                                                                                                         | 1                                                                                                                                                                                                                                            | 2                                                                                                                                                                                                                                                                                                                                                | 3                                                                                                                                                                                                                                                                            | 4                                                                                                                                   | 5                                                                                                                                                                                                                                   | 6                                                                                                                                                                                                                                                                         | 7                                                                                                                                                                     | 8                                                                                                                                                                            | 9                                                                                                                                                                                                                                                                                     | 10                                                                                                                                                                   | 11                                                                                                                                                                                                                                                                                                                                                                                                                    | 12                                                                                                                                                                                                      | 13                                                                                                                                                                                                           | 14                                                                                                                                                    | 15                                                                                                                                                                                                              | 16                                                                                                                                                                                                                      | 17                                                                                                                                                                                                                                                             | 18                                                                                                                                                                | 19                                                                                                                                                                       | 20                                                                                              | 21                                                                                                                 | 22                                                                                                                                                                              |                                                                         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|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                               |                                                                                                                                                                                     | GT/25/00001,<br>HO/21/00092,<br>HO/21/00096,<br>HO/21/00135,<br>HO/21/00217,<br>HO/21/00223,<br>HO/26/00002,<br>HO/26/00015,<br>HO/25/00016,<br>HO/25/00025,<br>MX/26/0000A, S&MOA,<br>SWO03, SWO15,<br>SWO19                                |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                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                                                                             |
|                                                                                               | Site LP refs.                                                                                                                                                                       |                                                                                                                                                                                                                                              | ADMP H1(m), ADMP<br>H2(a), HO/25/00036,<br>SuM06                                                                                                                                                                                                                                                                                                 |                                                                                                                                                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H1(g),<br>HO/21/00003,<br>HO/21/00016,<br>HO/21/00027,<br>HO/24/00001,<br>MX/26/00004,<br>MX/26/00001,<br>MX/26/00018,<br>MX/21/00049,<br>MX/26/00002                                                                                                     |                                                                                                                                                                   | ENE 14,<br>HO/21/00044,<br>HO/21/00168,<br>HO/21/00026,<br>HO/21/00028,<br>HO/21/00032,<br>HO/21/00233/B,<br>HO/25/00018,<br>HO/25/00021,<br>MX/21/00009,<br>MX/21/00014 |                                                                                                 | GT/21/00001,<br>HO/25/00038,<br>MX/21/00001                                                                        |                                                                                                                                                                                 | HO/21/00188, HO/21/00191,<br>HO/24/00018                                                                                                             |
|                                                                                               | Cluster name                                                                                                                                                                        | Swanley N                                                                                                                                                                                                                                    | Swanley C                                                                                                                                                                                                                                                                                                                                        | Swanley W                                                                                                                                                                                                                                                                    | South Darenth                                                                                                                       | Longfield                                                                                                                                                                                                                           | New Ash Green                                                                                                                                                                                                                                                             | West Kingsdown                                                                                                                                                        | Eynsford                                                                                                                                                                     | Penhurst                                                                                                                                                                                                                                                                              | Halstead NW                                                                                                                                                          | Halstead SE                                                                                                                                                                                                                                                                                                                                                                                                           | Orford W                                                                                                                                                                                                | Dunton Green W                                                                                                                                                                                               | Kemsing                                                                                                                                               | Bat & Ball                                                                                                                                                                                                      | Riverhead                                                                                                                                                                                                               | Sevenoaks C                                                                                                                                                                                                                                                    | Westerham                                                                                                                                                         | Edenbridge                                                                                                                                                               | Edenbridge S                                                                                    | Four Elms                                                                                                          | Chiddingstone Causeway                                                                                                                                                          |                                                                                                                                                      |
| Key Site Group Information                                                                    | Housing allocation?                                                                                                                                                                 | No                                                                                                                                                                                                                                           | Yes                                                                                                                                                                                                                                                                                                                                              | Yes                                                                                                                                                                                                                                                                          | Yes                                                                                                                                 | Yes                                                                                                                                                                                                                                 | Yes                                                                                                                                                                                                                                                                       | Yes                                                                                                                                                                   | Yes                                                                      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                                                                                                                                                                                                       | Yes                                                                                                                                                               | Yes                                                                                                                                                                      | Yes                                                                                             | Yes                                                                                                                | Yes                                                                                                                                                                             |                                                                                                                                                      |
|                                                                                               | No. dwellings                                                                                                                                                                       | 872                                                                                                                                                                                                                                          | 143                                                                                                                                                                                                                                                                                                                                              | 759                                                                                                                                                                                                                                                                          | 419                                                                                                                                 | 221                                                                                                                                                                                                                                 | 854                                                                                                                                                                                                                                                                       | 321                                                                                                                                                                   | 2,584                                                                                                                                                                        | -                                                                                                                                                                                                                                                                                     | 810                                                                                                                                                                  | 78                                                                                                                                                                                                                                                                                                                                                                                                                    | 159                                                                                                                                                                                                     | 1,780                                                                                                                                                                                                        | 167                                                                                                                                                   | 159                                                                                                                                                                                                             | 74                                                                                                                                                                                                                      | 788                                                                                                                                                                                                                                                            | 11                                                                                                                                                                | 1,392                                                                                                                                                                    | 39                                                                                              | 12                                                                                                                 | 71                                                                                                                                                                              |                                                                                                                                                      |
|                                                                                               | Employment allocation?                                                                                                                                                              | No                                                                                                                                                                                                                                           | No                                                                                                                                                                                                                                                                                                                                               | Yes                                                                                                                                            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                                                                             |
|                                                                                               | Employment area                                                                                                                                                                     | -                                                                                                                                                                                                                                            | -                                                                                                                                                                                                                                                                                                                                                | 10,450.0                                                                                                                                                                                                                                                                     | 5,000.0                                                                                                                             | -                                                                                                                                                                                                                                   | 5,900.0                                                                                                                                                                                                                                                                   | -                                                                                                                                                                     | -                                                                                                                                                                            | 49,000.0                                                                                                                                                                                                                                                                              | 200.0                                                                                                                                                                | -                                                                                                                                                                                                                                                                                                                                                                                                                     | -                                                                                                                                                                                                       | -                                                                                                                                                                                                            | 27,000.0                                                                                                                                              | -                                                                                                                                                                                                               | -                                                                                                                                                                                                                       | -                                                                                                                                                                                                                                                              | 6,240.0                                                                                                                                                           | -                                                                                                                                                                        | 1,400.0                                                                                         | -                                                                                                                  | -                                                                                                                                                                               | -                                                                                                                                                    |
|                                                                                               | Gypsy Traveller Allocation?                                                                                                                                                         | Yes                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                                                                                               | Yes                                                                                                                                            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                                                                             |
|                                                                                               | GT Pitches                                                                                                                                                                          | 20                                                                                                                                                                                                                                           | -                                                                                                                                                                                                                                                                                                                                                | -                                                                                                                                                                                                                                                                            | 1                                                                                                                                   | -                                                                                                                                                                                                                                   | -                                                                                                                                                                                                                                                                         | -                                                                                                                                                                     | 15                                                                                                                                                                           | -                                                                                                                                                                                                                                                                                     | -                                                                                                                                                                    | 12                                                                                                                                                                                                                                                                                                                                                                                                                    | -                                                                                                                                                                                                       | -                                                                                                                                                                                                            | 15                                                                                                                                                    | -                                                                                                                                                                                                               | -                                                                                                                                                                                                                       | -                                                                                                                                                                                                                                                              | -                                                                                                                                                                 | -                                                                                                                                                                        | 5                                                                                               | -                                                                                                                  | -                                                                                                                                                                               |                                                                                                                                                      |
| Stage 1 Assessment - based on existing network conditions                                     | Rail station?                                                                                                                                                                       | No                                                                                                                                                                                                                                           | Yes                                                                                                                                                                                                                                                                                                                                              | No                                                                                                                                             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                                                                                                                                                                                                       | No                                                                                                                                                                | Partial                                                                                                                                                                  | No                                                                                              | No                                                                                                                 | Yes                                                                                                                                                                             |                                                                                                                                                      |
|                                                                                               | Justification +/- 800m to station                                                                                                                                                   | 2/15 sites can access station                                                                                                                                                                                                                | All sites are within 800m or closer to Swanley rail station                                                                                                                                                                                                                                                                                      | Swanley rail station is approx. 800m + 1.8km away from sites                                                                                                                                                                                                                 | Farningham road/rail station is approx. 800m + 1.8km away from sites                                                                | 17/9 sites are within 800m or closer to Longfield rail station. NB: The sites closest to Longfield are within 800m of the majority of sites, 1.5/2 sites within access                                                              | Longfield rail is 1.7-4.4km away from sites                                                                                                                                                                                                                               | Nearest rail station approx. 4km away                                                                                                                                 | Nearest rail station approx. 1.3km away                                                                                                                                      | Nearest rail station is approx. 3km away                                                                                                                                                                                                                                              | Knockholt station is within 800m of the majority of sites, 1.5/2 sites within access                                                                                 | Nearest rail stations are approx. 2-3km away                                                                                                                                                                                                                                                                                                                                                                          | Orford rail station approx. 1-2km away from sites                                                                                                                                                       | Dunton Green/Bat & Ball rail stations are within 1.3km from sites. 1/4 sites are accessible                                                                                                                  | Orford/Kemsing rail station are within 1.7km of the sites                                                                                             | Bat & Ball Station is 800m or closer to all sites                                                                                                                                                               | Rail stations are approx. 800m-1.4km from sites. No sites are accessible.                                                                                                                                               | Sevenoaks rail station is within 800m distance of sites, 2/9 sites are accessible.                                                                                                                                                                             | Nearest rail station is approx. 6km from the sites                                                                                                                | Edenbridge Town rail stations are within a 800m distance to all sites                                                                                                    | Edenbridge Town rail station is within 1.3km from sites. No 800m walking access.                | Nearest rail station is approx. 3km away                                                                           | Penhurst station is within 600m of all sites.                                                                                                                                   |                                                                                                                                                      |
|                                                                                               | Key bus route?                                                                                                                                                                      | Partial                                                                                                                                                                                                                                      | Yes                                                                                                                                                                                                                                                                                                                                              | Partial                                                                                                                                                                                                                                                                      | No                                                                                                                                  | No                                                                                                                                                                                                                                  | No                                                                                                                                                                                                                                                                        | No                                                                                                                                                                    | No                                                                       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                                                                             |
|                                                                                               | Justification +/- 400m to key bus route (>XX regular re corridor)                                                                                                                   | Some sites are in close proximity to high frequency route. Accessibility is inconsistent.                                                                                                                                                    | Key corridors fall within cluster                                                                                                                                                                                                                                                                                                                | Some sites are in close proximity to a high frequency bus route. Others are located on lower frequency routes and not in close proximity to bus stops.                                                                                                                       | Not all sites are near frequent bus route. High accessibility to low frequency route. Frequency routes to rail tracks               | Not all sites are near frequent bus routes. Higher accessibility to low frequency route. Frequency routes to rail tracks                                                                                                            | Sites are near low frequent bus route. High accessibility to low frequency route.                                                                                                                                                                                         | Sites are near low frequent bus route. High accessibility to low frequency route.                                                                                     | Moderate frequency bus route services site.                                                                                                                                  | Sites are near low frequent bus route. High accessibility to low frequency route.                                                                                                                                                                                                     | Key corridor falls near to two sites. Others are adjacent to low frequency lines. High-frequency is provided along the M25, but this would be inaccessible to sites. | Knockholt station is within 800m of the majority of sites, 1.5/2 sites within access                                                                                                                                                                                                                                                                                                                                  | Key corridor falls within majority of sites. Others are adjacent to low frequency lines.                                                                                                                | Good access to low frequency bus route.                                                                                                                                                                      | Key bus corridor falls within cluster                                                                                                                 | Key corridor falls within majority of sites. Others are adjacent to low frequency lines.                                                                                                                        | Not near frequent bus route. High accessibility to low frequency route. One site >400m to bus stop                                                                                                                      | Sevenoaks rail station is within 800m distance of sites, 2/9 sites are accessible.                                                                                                                                                                             | Key corridor falls within majority of sites. Others are adjacent to low frequency lines.                                                                          | Key corridor falls within majority of sites. Others are adjacent to low frequency lines.                                                                                 | Sites are near low frequent bus route. High accessibility to low frequency route.               | Moderate frequency corridor falls next to site.                                                                    | Moderate frequency corridor serves all sites.                                                                                                                                   |                                                                                                                                                      |
|                                                                                               | Major bus station / interchange                                                                                                                                                     | No                                                                                                                                                                                                                                           | No                                                                                                                                                                                                                                                                                                                                               | No                                                                                                                                             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                                                                             |
|                                                                                               | Justification +/- 800m to station                                                                                                                                                   | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                     | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                                                                                                         | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                                     | Not in vicinity of Sevenoaks bus station                                                                                            | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                            | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                                  | Not in vicinity of Sevenoaks bus station                                                                                                                              | Not in vicinity of Sevenoaks bus station                                                                                                                                     | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                                              | Not in vicinity of Sevenoaks bus station                                                                                                                             | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                                                                                                                                                                              | Not in vicinity of Sevenoaks bus station                                                                                                                                                                | Not in vicinity of Sevenoaks bus station                                                                                                                                                                     | Not in vicinity of Sevenoaks bus station                                                                                                              | Not in vicinity of Sevenoaks bus station                                                                                                                                                                        | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                | Not in vicinity of Sevenoaks bus station                                                                                                                                                                                                                       | Not in vicinity of Sevenoaks bus station                                                                                                                          | Not in vicinity of Sevenoaks bus station                                                                                                                                 | Not in vicinity of Sevenoaks bus station                                                        | Not in vicinity of Sevenoaks bus station                                                                           | Not in vicinity of Sevenoaks bus station                                                                                                                                        |                                                                                                                                                      |
|                                                                                               | Cycling - existing?                                                                                                                                                                 | No                                                                                                                                                                                                                                           | Partial                                                                                                                                                                                                                                                                                                                                          | No                                                                                                                                             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                                                                             |
|                                                                                               | Justification +/- 400m to routes                                                                                                                                                    | No existing cycle routes near. Only leisure routes in the park.                                                                                                                                                                              | No existing cycle routes near. Pedestrian area in Swanley town Centre both pedestrian and cycle/walkways.                                                                                                                                                                                                                                        | No existing cycle routes                                                                                                                                                                                                                                                     | No existing cycle routes                                                                                                            | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                                      | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                                                                            | No existing cycle routes near. Only leisure route in the park.                                                                                                        | No existing cycle routes near. Only leisure route in the park.                                                                                                               | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                                                                                        | No existing cycle routes near. Only leisure route in the park.                                                                                                       | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                                                                                                                                                                                                                        | No existing cycle routes near. Only leisure route in the park.                                                                                                                                          | No existing cycle routes near. Only leisure route in the park.                                                                                                                                               | No existing cycle routes near. Only leisure route in the park.                                                                                        | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                  | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                          | No existing cycle routes near. Only leisure route in the park.                                                                                                                                                                                                 | No existing cycle routes near. Only leisure route in the park.                                                                                                    | No existing cycle routes near. Only leisure route in the park.                                                                                                           | No existing cycle routes near. Only leisure route in the park.                                  | No existing cycle routes near. Only leisure route in the park.                                                     | No existing cycle routes near. Only leisure route in the park.                                                                                                                  |                                                                                                                                                      |
|                                                                                               | Local / internal walking destinations?                                                                                                                                              | Partial                                                                                                                                                                                                                                      | Yes                                                                                                                                                                                                                                                                                                                                              | No                                                                                                                                                                                                                                                                           | No                                                                                                                                  | Yes                                                                                                                                                                                                                                 | Partial                                                                                                                                                                                                                                                                   | Yes                                                                                                                                                                   | No                                                                       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                                                                             |
|                                                                                               | Justification +/- 800m to GP Practices & Hospitals                                                                                                                                  | 2/15 sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                  | 3/4 sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                                                                                                       | No sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                                    | A portion of sites can access a GP Practice or Hospital within 800m                                                                 | Most sites can access a GP Practice or Hospital within 800m                                                                                                                                                                         | 8/10 sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                               | 3/4 sites can access a GP Practice or Hospital within 800m                                                                                                            | No sites can access a GP Practice or Hospital within 800m                                                                                                                    | No sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                                             | No sites can access a GP Practice or Hospital within 800m                                                                                                            | No sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                                                                                                                                                                             | No sites can access a GP Practice or Hospital within 800m                                                                                                                                               | No sites can access a GP Practice or Hospital within 800m                                                                                                                                                    | No sites can access a GP Practice or Hospital within 800m                                                                                             | No sites can access a GP Practice or Hospital within 800m                                                                                                                                                       | 6/6 sites can access a GP Practice or Hospital within 800m                                                                                                                                                              | 1/3 sites can access a GP Practice or Hospital within 800m                                                                                                                                                                                                     | 6/9 sites can access a GP Practice or Hospital within 800m                                                                                                        | All sites can access a GP Practice or Hospital within 800m                                                                                                               | 1/11 sites and portions of others can access a GP Practice or Hospital within 800m              | 2/3 sites can access a GP Practice or Hospital within 800m                                                         | No sites can access a GP Practice or Hospital within 800m                                                                                                                       | No sites can access a GP Practice or Hospital within 800m                                                                                            |
|                                                                                               | Local / internal walking destinations?                                                                                                                                              | Partial                                                                                                                                                                                                                                      | Yes                                                                                                                                                                                                                                                                                                                                              | Partial                                                                                                                                                                                                                                                                      | Partial                                                                                                                             | Partial                                                                                                                                                                                                                             | Partial                                                                                                                                                                                                                                                                   | Partial                                                                                                                                                               | Yes                                                                      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                                                                             |
|                                                                                               | Justification +/- 800m to Schools                                                                                                                                                   | 10/15 sites within 800 meters of a school                                                                                                                                                                                                    | All sites can access a school within 800m                                                                                                                                                                                                                                                                                                        | 2/8 sites can access a school within 800m                                                                                                                                                                                                                                    | 3/10 sites can access a school within 800m                                                                                          | 1/3 sites can access a school within 800m                                                                                                                                                                                           | 6/10 sites can access a school within 800m                                                                                                                                                                                                                                | 2/4 sites can access a school within 800m                                                                                                                             | All sites can access a school within 800 meters                                                                                                                              | All sites can access a school within 800m                                                                                                                                                                                                                                             | No sites can access a school within 800m                                                                                                                             | 2/6 sites can access a school within 800m                                                                                                                                                                                                                                                                                                                                                                             | 1/2 sites can access a school within 800m                                                                                                                                                               | 1/4 sites can access a school within 800m                                                                                                                                                                    | 2/5 sites can access a school within 800m                                                                                                             | 1/6 sites can access a school within 800m                                                                                                                                                                       | 3 sites can access a school within 800m                                                                                                                                                                                 | 1/3 sites can access a school within 800m                                                                                                                                                                                                                      | 2/3 sites can access a school within 800m                                                                                                                         | 6/11 sites can access a school within 800m                                                                                                                               | 1/3 sites can access a school within 800m                                                       | Most sites can access a school within 800m                                                                         | All sites can access a school within 800m                                                                                                                                       | No sites can access a school within 800m                                                                                                             |
|                                                                                               | Local leisure facilities within walking distance?                                                                                                                                   | Partial                                                                                                                                                                                                                                      | Partial                                                                                                                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                           | No                                                                                                                                  | No                                                                                                                                                                                                                                  | Partial                                                                                                                                                                                                                                                                   | No                                                                                                                                                                    | No                                                                       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                                                                             |
|                                                                                               | Justification +/- 800m to leisure facilities                                                                                                                                        | 1/15 sites can access leisure facilities within 800m                                                                                                                                                                                         | 1/4 sites can access leisure facilities within 800m                                                                                                                                                                                                                                                                                              | No sites can access leisure facilities within 800m                                                                                                                                                                                                                           | No sites can access leisure facilities within 800m                                                                                  | No sites can access leisure facilities within 800m                                                                                                                                                                                  | 9/10 sites can access leisure facilities within 800m                                                                                                                                                                                                                      | No sites can access leisure facilities within 800m                                                                                                                    | No sites can access leisure facilities within 800m                                                                                                                           | No sites can access leisure facilities within 800m                                                                                                                                                                                                                                    | No sites can access leisure facilities within 800m                                                                                                                   | No sites can access leisure facilities within 800m                                                                                                                                                                                                                                                                                                                                                                    | No sites can access leisure facilities within 800m                                                                                                                                                      | No sites can access leisure facilities within 800m                                                                                                                                                           | No sites can access leisure facilities within 800m                                                                                                    | No sites can access leisure facilities within 800m                                                                                                                                                              | No sites can access leisure facilities within 800m                                                                                                                                                                      | 2/8 sites can access leisure facilities within 800m                                                                                                                                                                                                            | No sites can access leisure facilities within 800m                                                                                                                | 2/11 sites can access leisure facilities within 800m                                                                                                                     | No sites can access leisure facilities within 800m                                              | No sites can access leisure facilities within 800m                                                                 | No sites can access leisure facilities within 800m                                                                                                                              | No sites can access leisure facilities within 800m                                                                                                   |
|                                                                                               | Town Centres facilities within walking distance?                                                                                                                                    | No                                                                                                                                                                                                                                           | Partial                                                                                                                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                           | No                                                                                                                                  | No                                                                                                                                                                                                                                  | No                                                                                                                                                                                                                                                                        | No                                                                                                                                                                    | No                                                                       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                                                                             |
|                                                                                               | Justification +/- 800m to Town Centres                                                                                                                                              | No sites can access Town Centres within 800m                                                                                                                                                                                                 | 2/4 sites can access the Town Centres                                                                                                                                                                                                                                                                                                            | No sites can access Town Centres within 800m                                                                                                                                                                                                                                 | No sites can access Town Centres within 800m                                                                                        | No sites can access Town Centres within 800m                                                                                                                                                                                        | No sites can access Town Centres within 800m                                                                                                                                                                                                                              | No sites can access Town Centres within 800m                                                                                                                          | No sites can access Town Centres within 800m                                                                                                                                 | No sites can access Town Centres within 800m                                                                                                                                                                                                                                          | No sites can access Town Centres within 800m                                                                                                                         | No sites can access Town Centres within 800m                                                                                                                                                                                                                                                                                                                                                                          | No sites can access Town Centres within 800m                                                                                                                                                            | No sites can access Town Centres within 800m                                                                                                                                                                 | No sites can access Town Centres within 800m                                                                                                          | No sites can access Town Centres within 800m                                                                                                                                                                    | No sites can access Town Centres within 800m                                                                                                                                                                            | 4/8 sites can access Town Centres within 800m                                                                                                                                                                                                                  | 2/3 sites can access Town Centres within 800m                                                                                                                     | 6/11 sites can access Town Centres within 800m                                                                                                                           | 1/3 sites can access Town Centres within 800m                                                   | No sites can access Town Centres within 800m                                                                       | No sites can access Town Centres within 800m                                                                                                                                    | No sites can access Town Centres within 800m                                                                                                         |
| Employment Hotspots within walking distance?                                                  | No                                                                                                                                                                                  | Partial                                                                                                                                                                                                                                      | Partial                                                                                                                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                           | No                                                                                                                                  | Partial                                                                                                                                                                                                                             | Partial                                                                                                                                                                                                                                                                   | No                                                                                                                                                                    | No                                                                       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                                                                                                                                                                                                       | Partial                                                                                                                                                           | Partial                                                                                                                                                                  | No                                                                                              | No                                                                                                                 | No                                                                                                                                                                              |                                                                                                                                                      |
| Justification +/- 800m to economic hotspots                                                   | No sites can access a economic hotspot within 800m                                                                                                                                  | 3/4 sites can access a economic hotspot within 800m                                                                                                                                                                                          | 1/8 sites can access a economic hotspot within 800m                                                                                                                                                                                                                                                                                              | No sites can access a economic hotspot within 800m                                                                                                                                                                                                                           | No sites can access a economic hotspot within 800m                                                                                  | 4/10 sites can access a economic hotspot within 800m                                                                                                                                                                                | 1/7 sites can access a economic hotspot within 800m                                                                                                                                                                                                                       | No sites can access a economic hotspot within 800m                                                                                                                    | No sites can access a economic hotspot within 800m                                                                                                                           | No sites can access a economic hotspot within 800m                                                                                                                                                                                                                                    | No sites can access a economic hotspot within 800m                                                                                                                   | No sites can access a economic hotspot within 800m                                                                                                                                                                                                                                                                                                                                                                    | No sites can access a economic hotspot within 800m                                                                                                                                                      | 2/4 sites can access a economic hotspot within 800m                                                                                                                                                          | No sites can access a economic hotspot within 800m                                                                                                    | All sites can access a economic hotspot within 800m                                                                                                                                                             | 1/3 sites can access a economic hotspot within 800m                                                                                                                                                                     | 3/9 sites can access a economic hotspot within 800m                                                                                                                                                                                                            | 2/3 sites can access a economic hotspot within 800m                                                                                                               | 6/11 sites can access a economic hotspot within 800m                                                                                                                     | 1/3 sites can access a economic hotspot within 800m                                             | No sites can access a economic hotspot within 800m                                                                 | No sites can access a economic hotspot within 800m                                                                                                                              |                                                                                                                                                      |
| Colleges within walking distance?                                                             | No                                                                                                                                                                                  | Yes                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                                                                                               | No                                                                                                                                                                                                                                                                           | No                                                                                                                                  | No                                                                                                                                                                                                                                  | No                                                                                                                                                                                                                                                                        | No                                                                                                                                                                    | No                                                                       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                                                                                                                                                                                                       | No                                                                                                                                                                | No                                                                                                                                                                       | No                                                                                              | No                                                                                                                 | No                                                                                                                                                                              |                                                                                                                                                      |
| Justification +/- 800m to Colleges                                                            | No colleges within walking distance                                                                                                                                                 | All sites can access a college within 800m                                                                                                                                                                                                   | No sites can access a college within 800m                                                                                                                                                                                                                                                                                                        | No sites can access a college within 800m                                                                                                                                                                                                                                    | No sites can access a college within 800m                                                                                           | No sites can access a college within 800m                                                                                                                                                                                           | No sites can access a college within 800m                                                                                                                                                                                                                                 | No sites can access a college within 800m                                                                                                                             | No sites can access a college within 800m                                                                                                                                    | No sites can access a college within 800m                                                                                                                                                                                                                                             | No sites can access a college within 800m                                                                                                                            | No sites can access a college within 800m                                                                                                                                                                                                                                                                                                                                                                             | No sites can access a college within 800m                                                                                                                                                               | No sites can access a college within 800m                                                                                                                                                                    | No sites can access a college within 800m                                                                                                             | 2/6 sites can access a college within 800m                                                                                                                                                                      | 1/3 sites can access a college within 800m                                                                                                                                                                              | No sites can access a college within 800m                                                                                                                                                                                                                      | No sites can access a college within 800m                                                                                                                         | No sites can access a college within 800m                                                                                                                                | No sites can access a college within 800m                                                       | No sites can access a college within 800m                                                                          | No sites can access a college within 800m                                                                                                                                       |                                                                                                                                                      |
| Local / internal walking destinations?                                                        | Partial                                                                                                                                                                             | Yes                                                                                                                                                                                                                                          | Partial                                                                                                                                                                                                                                                                                                                                          | No                                                                                                                                                                                                                                                                           | Yes                                                                                                                                 | No                                                                                                                                                                                                                                  | No                                                                                                                                                                                                                                                                        | No                                                                                                                                                                    | No                                                                       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                                                                                                                                                                                                       | Yes                                                                                                                                                               | Partial                                                                                                                                                                  | Partial                                                                                         | No                                                                                                                 | No                                                                                                                                                                              |                                                                                                                                                      |
| Justification +/- 800m to shops, schools                                                      | Shops and school access is inconsistent within 800m.                                                                                                                                | Shops, schools within 800m                                                                                                                                                                                                                   | Shops, school access is inconsistent within 800m. Areas closer to Swanley Centre are better served.                                                                                                                                                                                                                                              | Limited access to shops and schools within 800m                                                                                                                                                                                                                              | Shops and schools within 800m                                                                                                       | Limited access to shops and schools within 800m. Areas closer to New Ash Green centre are better served.                                                                                                                            | Limited access to shops and schools within 800m                                                                                                                                                                                                                           | School nearby. Nearest shop is approx. 4km away.                                                                                                                      | School nearby. Nearest shop is approx. 5km away.                                                                                                                             | No shops or schools nearby. Approx. 3km to nearest shop. 1.4km to nearest school.                                                                                                                                                                                                     | Limited shops or schools within 800m                                                                                                                                 | No shops or schools within 800m                                                                                                                                                                                                                                                                                                                                                                                       | Limited shops or schools within 800m                                                                                                                                                                    | Limited shops or schools within 800m                                                                                                                                                                         | Limited shops or school access within 800m                                                                                                            | Many shops within 800m. Schools within 1km.                                                                                                                                                                     | Shops, schools within 800m                                                                                                                                                                                              | Shops, schools within 800m                                                                                                                                                                                                                                     | Shops, schools within 800m                                                                                                                                        | Shops, schools within 800m                                                                                                                                               | Shops, schools access is limited. Sites closer to Edenbridge town centre are better served      | Shops. Schools within 1km                                                                                          | School nearby. Nearest shop is approx. 3km away.                                                                                                                                | No shops or schools nearby. Nearest school is approx. 3km away. Nearest shops are approx. 7km away in Tonbridge.                                     |
| Stage 1 score tally                                                                           | Yes                                                                                                                                                                                 | 0                                                                                                                                                                                                                                            | 6                                                                                                                                                                                                                                                                                                                                                | 0                                                                                                                                                                                                                                                                            | 0                                                                                                                                   | 2                                                                                                                                                                                                                                   | 0                                                                                                                                                                                                                                                                         | 2                                                                                                                                                                     | 1                                                                        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                                                                                                                                                                                                       | 3                                                                                                                                                                 | 0                                                                                                                                                                        | 0                                                                                               | 2                                                                                                                  | 2                                                                                                                                                                               |                                                                                                                                                      |
|                                                                                               | Partial                                                                                                                                                                             | 5                                                                                                                                                                                                                                            | 4                                                                                                                                                                                                                                                                                                                                                | 4                                                                                                                                                                                                                                                                            | 1                                                                                                                                   | 2                                                                                                                                                                                                                                   | 4                                                                                                                                                                                                                                                                         | 2                                                                                                                                                                     | 0                                                                        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                                                                                                                                                                                                       | 1                                                                                                                                                                 | 0                                                                                                                                                                        | 5                                                                                               | 0                                                                                                                  | 0                                                                                                                                                                               |                                                                                                                                                      |
|                                                                                               | No                                                                                                                                                                                  | 6                                                                                                                                                                                                                                            | 1                                                                                                                                                                                                                                                                                                                                                | 7                                                                                                                                                                                                                                                                            | 10                                                                                                                                  | 7                                                                                                                                                                                                                                   | 7                                                                                                                                                                                                                                                                         | 7                                                                                                                                                                     | 10                                                                       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                                                                                                                                                                                                       | 2                                                                                                                                                                 | 5                                                                                                                                                                        | 6                                                                                               | 9                                                                                                                  | 9                                                                                                                                                                               |                                                                                                                                                      |
| Stage 1 Assessment - Reduction opportunities                                                  | Level of car use reduction opportunity                                                                                                                                              | Red                                                                                                                                                                                                                                          | Amber                                                                                                                                                                                                                                                                                                                                            | Red                                                                                                                                                                                                                                                                          | Red                                                                                                                                 | Amber                                                                                                                                                                                                                               | Red                                                                                                                                                                                                                                                                       | Red                                                                                                                                                                   | Red                                                                      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                                                                                                                                                                                                       | Amber                                                                                                                                                             | Amber                                                                                                                                                                    | Red                                                                                             | Red                                                                                                                | Red                                                                                                                                                                             |                                                                                                                                                      |
| Stage 2 Assessment - based on future / proposed network conditions (incl. potential projects) | Justification / notes                                                                                                                                                               | Low and inconsistent levels of internalisation. The only widely accessible site within 800m is the schools. There is no public transport that serves all the sites. Only the journey would start with car mode. Substantial distances to PT. | Potential for a modal shift to train and bus. Wide coverage of LCWIP route in the centre of Swanley. However, lack of cycling routes directly to these modes (rail and bus) reduces potential. Internalisation may aid mode share change. Good current access to Rail. Local amenities available within 800m from all locations within the site. | Inconsistent bus frequency and accessibility means a reduced / low potential for the mode share change. Lack of access to the station. Lack of cycle routes makes first and last mile of journey likely to be done by car. Partial internalisation is potentially available. | No internalisation and only partial/limited access to public transport.                                                             | Internalisation and walking distance access to the train station may encourage some mode share change for multiple trip purposes. However there is not access to other modes from the sites. Limited potential for internalisation. | Cluster scores no on majority with the exception of internalisation as partial access to economic hotspots, leisure facilities, schools and healthcare facilities.                                                                                                        | Cluster has good levels of provision and existing cycle routes. However, cluster is limited by its current internalisation potential.                                 | Site scores 'No' on all parts of the Stage 1 Assessment. This is with the exception of access within 800m with the exception of good access to a low frequency bus route.    | Site scores no on all parts of the Stage 1 criteria. This is with the exception of access within 800m and cycling. Creates opportunity for a mode share change in the mode share. Lack of internalisation could reduce the likelihood of the walking and cycling networks being used. | Small opportunity with partial bus route coverage. Lack of internalisation reduces this opportunity and non-car mode share access.                                   | No sites can access a economic hotspot within 800m                                                                                                                                                                                                                                                                                                                                                                    | No sites can access a economic hotspot within 800m                                                                                                                                                      | No sites can access a economic hotspot within 800m                                                                                                                                                           | No sites can access a economic hotspot within 800m                                                                                                    | No sites can access a economic hotspot within 800m                                                                                                                                                              | Potential for trips to be made by train due to all of the sites being located within 800m walking distance of the Bat and Ball Station. Also, solid opportunities for internalisation with retail and employment sites. | Partial internalisation provides opportunity for mode share reduction. Majority of the public transport provision is weak with the exception of a non-frequent bus corridor.                                                                                   | Accessible rail station, key bus routes, Sevenoaks bus hub and internalisation offers opportunity for reduction in car use.                                       | Internalisation and frequent, available bus routes that serve the majority of the cluster could reduce car mode share.                                                   | Partial internalisation and access to train stations offers opportunity for car reduction.      | Limited internalisation lack of a train service.                                                                   | Train station largely inaccessible other than by travelling by car from site. Bus corridor runs through the site. Other than schools there is no potential for internalisation. | Although there is a train station, the lack of internalisation and ability to travel to this station reduces opportunity for a mode share reduction. |
|                                                                                               | Cycling - future proposed                                                                                                                                                           | Partial                                                                                                                                                                                                                                      | Yes                                                                                                                                                                                                                                                                                                                                              | Partial                                                                                                                                                                                                                                                                      | No                                                                                                                                  | No                                                                                                                                                                                                                                  | No                                                                                                                                                                                                                                                                        | No                                                                                                                                                                    | No                                                                       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                                                                                                                                                                                                       | No                                                                                                                                                                | Yes                                                                                                                                                                      | Yes                                                                                             | No                                                                                                                 | No                                                                                                                                                                              |                                                                                                                                                      |
|                                                                                               | Justification +/- 400m to routes                                                                                                                                                    | 3 proposed LCWIP runs up to this cluster. Some parts of the cluster are approx. 925m away from the nearest LCWIP.                                                                                                                            | 4 proposed LCWIP runs up to this cluster. Centre of this cluster is designated as a LCWIP. LCWIP connection to the station. Within 400m.                                                                                                                                                                                                         | 2 proposed LCWIP runs up to this cluster. Centre of this cluster is designated as a LCWIP. LCWIP connection to the station. Within 400m.                                                                                                                                     | No proposed LCWIP routes close to this cluster.                                                                                     | No proposed LCWIP routes close to this cluster.                                                                                                                                                                                     | No proposed LCWIP routes close to this cluster.                                                                                                                                                                                                                           | No proposed LCWIP routes close to this cluster.                                                                                                                       | No proposed LCWIP routes close to this cluster.                                                                                                                              | No proposed LCWIP routes close to this cluster.                                                                                                                                                                                                                                       | No proposed LCWIP routes close to this cluster.                                                                                                                      | No proposed LCWIP routes close to this cluster.                                                                                                                                                                                                                                                                                                                                                                       | 3 LCWIP routes runs to this cluster. Smaller site accessible to Largest site >400m distance from the LCWIP.                                                                                             | No proposed LCWIP routes close to this cluster.                                                                                                                                                              | 2 proposed LCWIP routes run up to this cluster. Within 400m.                                                                                          | 3 proposed LCWIP routes run up to this cluster. Within 400m.                                                                                                                                                    | 8 proposed LCWIP routes run up to this cluster. West of cluster has access >400m.                                                                                                                                       | No proposed LCWIP routes close to this cluster.                                                                                                                                                                                                                | No proposed LCWIP routes close to this cluster.                                                                                                                   | 12 proposed LCWIP runs up to this cluster. Within 400m.                                                                                                                  | 2 proposed LCWIP runs up to this cluster. Within 400m.                                          | No proposed LCWIP routes close to this cluster.                                                                    | No proposed LCWIP routes close to this cluster.                                                                                                                                 |                                                                                                                                                      |
| Internalisation?                                                                              | Partial                                                                                                                                                                             | Partial                                                                                                                                                                                                                                      | Yes                                                                                                                                                                                                                                                                                                                                              | Yes                                                                                                                                                                                                                                                                          | No                                                                                                                                  | Partial                                                                                                                                                                                                                             | No                                                                                                                                                                                                                                                                        | Yes                                                                                                                                                                   | No                                                                       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                                                                                                                                                                                                       | Yes                                                                                                                                                               | Partial                                                                                                                                                                  | No                                                                                              | No                                                                                                                 |                                                                                                                                                                                 |                                                                                                                                                      |
| Justification                                                                                 | Potential for internal/ neighbouring group commuting within new employment sites?                                                                                                   | Cluster only contains housing and employment (floorspace TBC).                                                                                                                                                                               | Cluster contains housing sites but is located within the town centre.                                                                                                                                                                                                                                                                            | This cluster contains mixed use, employment and housing sites which extend the suburbs. Local amenities proposed.                                                                                                                                                            | This cluster contains housing and mixed use sites (5000 sqm) which are an addition to the village centre which has local amenities. | This cluster contains only housing sites adding on to the outskirts of a large village. Possibilities for commuting to the village. Potential for commuting with other sites due to the train station.                              | This cluster contains only housing sites adding on to the outskirts of a large village and employment sites. It adds on to the outskirts of a large village. Possibilities for commuting to the village. Potential for commuting internally to existing employment sites. | This cluster contains a mixed use site with a large housing and employment allocation. Good opportunity for commuting to village and providing services within sites. | This cluster contains only housing sites. Next to a village and train station. Good opportunity for commuting with new employment sites and commuting to neighbouring sites. | This cluster contains one employment site. No opportunity for internalisation within the cluster site.                                                                                                                                                                                | This cluster contains housing and an employment site (floorspace TBC).                                                                                               | This cluster contains 2 housing sites. Addition to a village. Approx. 1.5 km to train station. Limited opportunity for commuting internalisation or neighbouring site commuting.                                                                                                                                                                                                                                      | This cluster contains housing sites and employment sites. Additions to Sevenoaks' suburbs. Good opportunity to commute to local employment sites and for commuting to local neighbouring sites.         | This cluster contains housing only. In a village suburb of Sevenoaks. Train station located 2.9 km from the housing sites.                                                                                   | This cluster contains three housing sites. An addition to Sevenoaks' suburbs. No employment or mixed use sites.                                       | This cluster contains small/micro housing sites. No opportunity for internalisation with neighbouring sites. Possible internalisation with existing village.                                                    | This cluster contains housing sites and employment. Additions to Sevenoaks' town centre. Further housing site approx. 1km from town centre.                                                                             | This cluster contains housing sites and employment. The sites act as an addition to the town, potential employment.                                                                                                                                            | This cluster contains housing sites and employment. The sites act as an addition to the town, potential employment.                                               | This cluster contains housing sites and employment. The sites act as an addition to the town, potential employment.                                                      | This cluster is a housing site addition to a village. No opportunity for internalisation.       | This cluster only contains housing sites next to a station. No opportunity for internalisation within the cluster. |                                                                                                                                                                                 |                                                                                                                                                      |
| Stage 2 Assessment - Adjusted reduction opportunities                                         | Adjustment of level of car use reduction opportunity with developer contribution:                                                                                                   | Amber                                                                                                                                                                                                                                        | Green                                                                                                                                                                                                                                                                                                                                            | Amber                                                                                                                                                                                                                                                                        | Amber                                                                                                                               | Red                                                                                                                                                                                                                                 | Red                                                                                                                                                                                                                                                                       | Amber                                                                                                                                                                 | Red                                                                      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                                                                                                                                                                                                       | Amber                                                                                                                                                             | Green                                                                                                                                                                    | Amber                                                                                           | Red                                                                                                                | Red                                                                                                                                                                             |                                                                                                                                                      |
|                                                                                               | Improvement?                                                                                                                                                                        | Improved                                                                                                                                                                                                                                     | Improved                                                                                                                                                                                                                                                                                                                                         | Improved                                                                                                                                                                                                                                                                     | Improved                                                                                                                            | No change                                                                                                                                                                                                                           | No change                                                                                                                                                                                                                                                                 | No change                                                                                                                                                             | Improved                                                                                                                                                                     | No change                                                                                                                                                                                                                                                                             | Improved                                                                                                                                                             | No change                                                                                                                                                                                                                                                                                                                                                                                                             | No change                                                                                                                                                                                               | Improved                                                                                                                                                                                                     | No change                                                                                                                                             | Improved                                                                                                                                                                                                        | No change                                                                                                                                                                                                               | Improved                                                                                                                                                                                                                                                       | No change                                                                                                                                                         | Improved                                                                                                                                                                 | Improved                                                                                        | No change                                                                                                          | No change                                                                                                                                                                       |                                                                                                                                                      |
| Justification / notes                                                                         | Improved due to access to proposed LCWIP routes that lead to Swanley Centre. There is also potential scope for some internalisation amongst the local amenities in Upper Hockendon. | Improved due to opportunity for internalisation within the site and access to Swanley Centre which provides an active travel friendly walking area.                                                                                          | Improved due to large mixed-use sites and proposed LCWIP connection to the station. This strengthens the case for 60%.                                                                                                                                                                                                                           | Despite the lack of LCWIP the score has improved due to the amount of employment land and new dwellings in the Chatham main line severing the cluster. Therefore the potential for the site to achieve a 50% mode share is reduced.                                          | Improved due to the large mixed use site having access to the Farningham Road rail Station                                          | No change due to a lack of opportunity for internalisation and the sites being solely housing.                                                                                                                                      | No change due to a lack of opportunity for internalisation.                                                                                                                                                                                                               | Improved due to the large mixed use site. This strengthens the case for potential internalisation.                                                                    | No change due to no LCWIP, site being employment only and lack of opportunity for internalisation.                                                                           | There is some change from some internalisation.                                                                                                                                                                                                                                       | There is no change as the sites are spread out on the periphery of villages. Internalisation unlikely. Distance to the employment site is >800m.                     | Improved as the site has access to proposed LCWIP routes which connect the housing allocations to employment sites within the vicinity and down to Sevenoaks Town Centre. Scoring restricted due to primarily severance issues across to A225 Orford Road from the housing sites to the employment sites. Additionally, potential issues over the size of the housing only developments without employment or retail. | No change these dwellings only sites are located on the edge of a village and can't access any LCWIP routes. There is also the potential risk of severance between Kemsing and Sevenoaks due to the M26 | Improved as the LCWIP connectivity bolsters strong existing rail connections; although sites are primarily housing the existing employment/mixed use land nearby should be able to generate internalisation. | No change, despite being on LCWIP routes, the sites are housing only. Therefore, unable to convincingly state whether there would be internalisation. | Improved as this site contains a large number of mixed use sites located near to Sevenoaks Town Centre, Train Station and connected by LCWIP. It is a reasonable assumption that there will be internalisation. | No change to this cluster, due to the sites being small housing sites on the edge of a town.                                                                                                                            | Improved as the sites have connection provided between the housing sites, the mixed-use sites and Edenbridge Town Centre through the LCWIP. Internalisation is plausible with the large mixed-use site allocation and the proximity to Edenbridge Town Centre. | Improved as all sites connected to Edenbridge Town Centre through LCWIP. Mix of sites within the cluster, mixed use, residential and Gypsy and Traveller Pitches. | No change due to no LCWIP, site being small and housing only and no opportunity for internalisation.                                                                     | No change due to no LCWIP, site being housing only and lack of opportunity for internalisation. |                                                                                                                    |                                                                                                                                                                                 |                                                                                                                                                      |



## Appendix B. Stage 1 RAG Rating Visualised

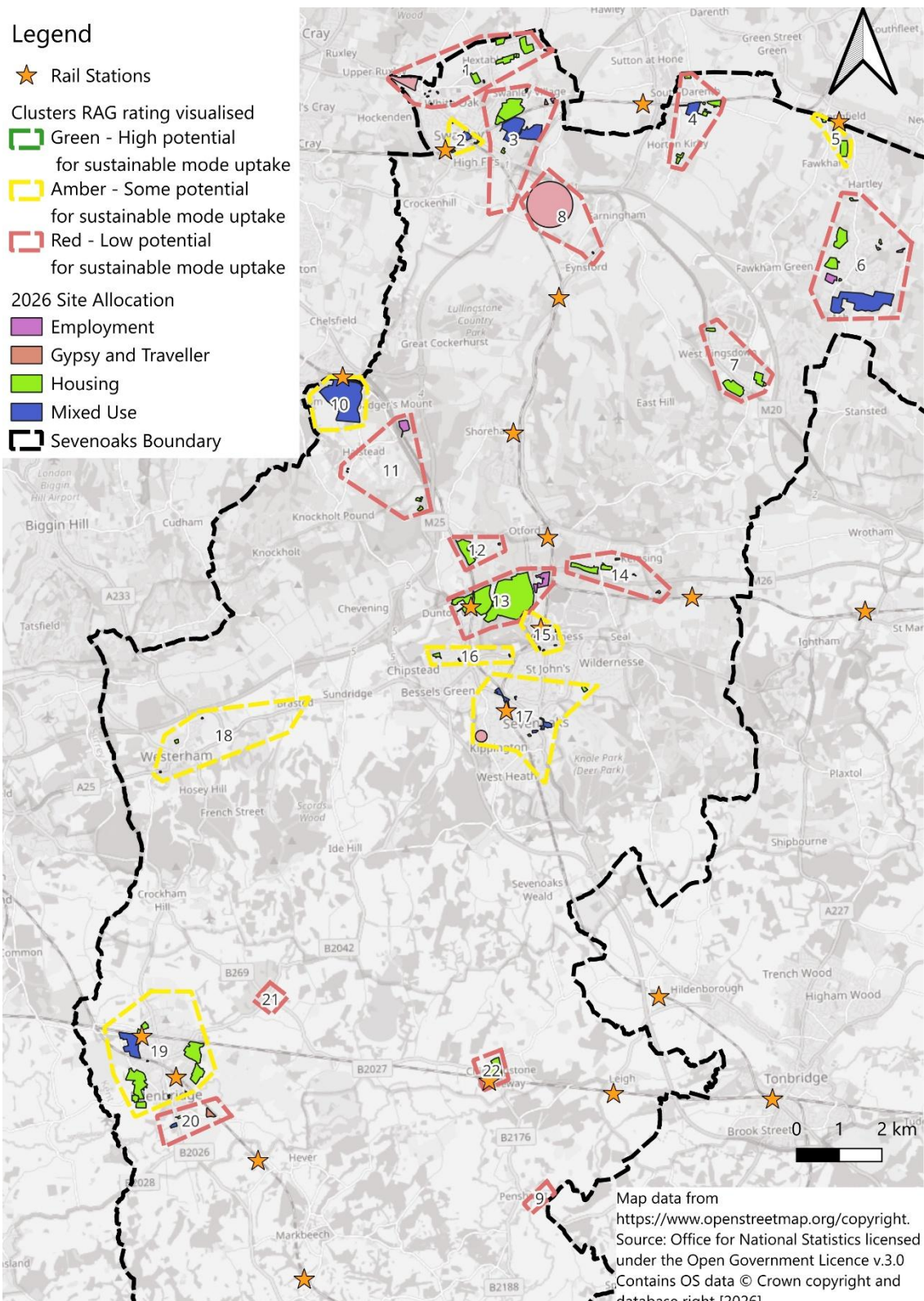


Figure 6-1: Clusters with RAG Rating following Stage 1 Assessment

## Appendix C. Stage 2 RAG Rating Visualised

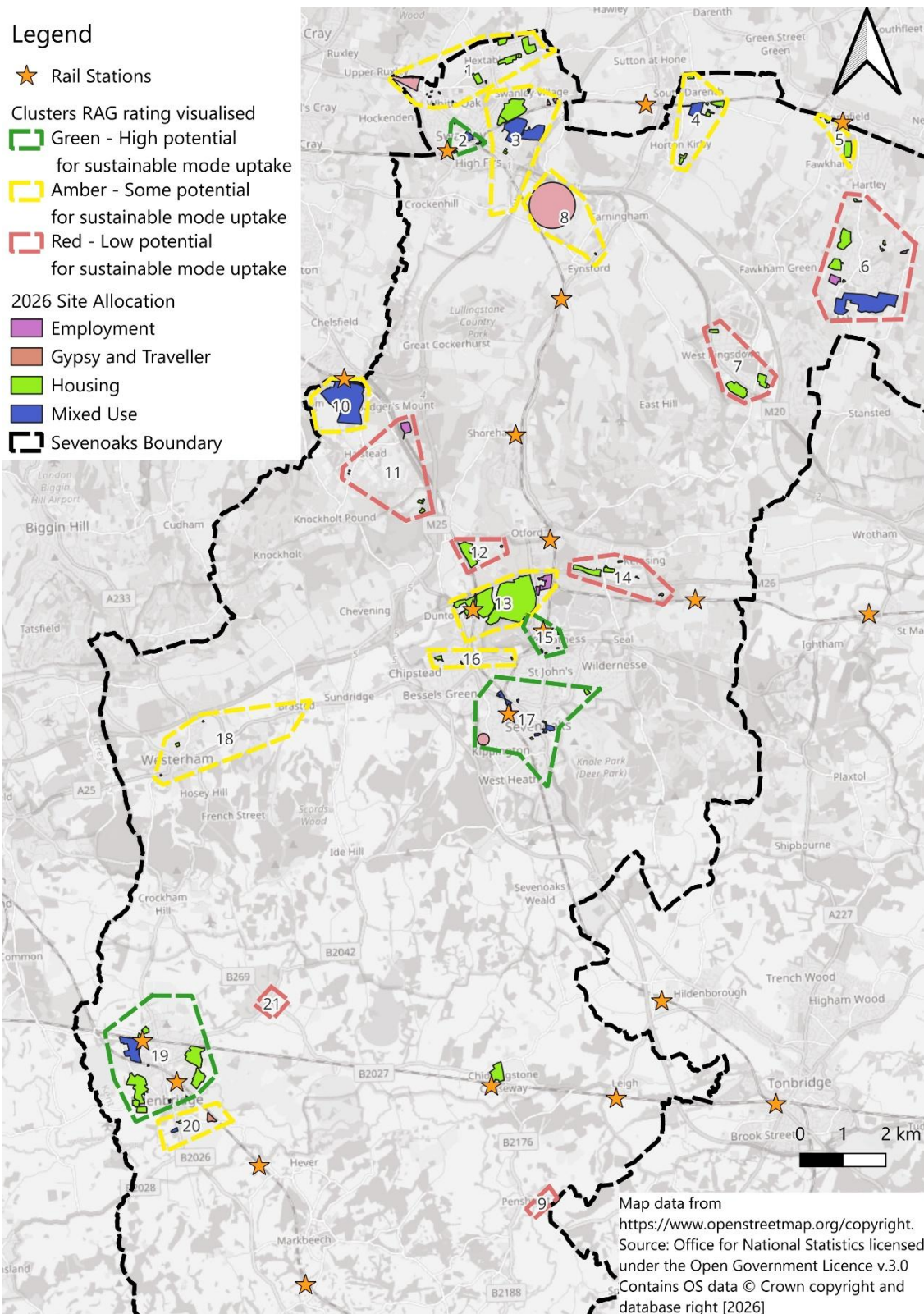


Figure 6-2: Clusters with RAG Rating following Stage 2 Assessment