



Sevenoaks

DISTRICT COUNCIL

Despatched: 24.08.12

ENVIRONMENT SELECT COMMITTEE

04 September 2012 at 7.00 pm

Conference Room - Council Offices, Argyle Road, Sevenoaks

AGENDA

Membership:

Chairman: Cllr. Bosley Vice-Chairman: Cllr. Grint

Cllrs. Abraham, Ayres, Mrs. Bayley, Butler, Ms. Chetram, Cooke, Mrs. Dibsall, Edwards-Winsler, Eyre, London, Maskell, Orridge, Mrs. Purves, Mrs. Sargeant, Scholey, Searles and Williamson

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence.		
1. Minutes	(Pages 1 - 4)	
Minutes of the meeting of the Committee held on 29 May 2012		
2. Declarations of interest		
Any interests not already registered		
3. Formal Response from the Cabinet following matters referred by the Committee and/or requests from the Performance and Governance Committee (if any)	(Pages 5 - 6)	
(a) Consultation on Community Infrastructure Levy (Response from Cabinet – 14 June 2012)		
4. Actions from previous meeting	(Pages 7 - 8)	
5. Future Business, the Work Plan 2012/13 (attached) and the Forward Plan.	(Pages 9 - 10)	

Members will develop a schedule of work over the year to reflect the terms of reference of the Committee focussing on the Council's priorities for policy development. This includes opportunities to invite other organisations who provide services in the District to provide information to the Committee and discuss issues of importance to the Community.

- | | | | |
|-----|-------------------------------------------------------------------------------------|-------------------|-----------------------------|
| 6. | Fly Tipping | (Pages 11 - 14) | Richard Wilson
Ext. 7262 |
| 7. | Bold Steps for Aviation - KCC Discussion Document (May 2012) | (Pages 15 - 42) | Hannah Gooden
Ext. 7178 |
| 8. | Local Listing Update | (Pages 43 - 48) | Aaron Hill
Ext. 7399 |
| 9. | Edenbridge Conservation Area Appraisal and Management Plan | (Pages 49 - 128) | Aaron Hill
Ext. 7399 |
| 10. | Allocations and Development Management - Development Plan Document (ADM DPD) | (Pages 129 - 144) | Hannah Gooden
Ext. 7178 |

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

ENVIRONMENT SELECT COMMITTEE

Minutes of the meeting held on 29 May 2012 commencing at 7.00 pm

Present: Cllr. Bosley (Chairman)

Cllr. Grint (Vice Chairman)

Cllrs. Grint, Abraham, Ayres, Mrs. Bayley, Ms. Chetram, Edwards-Winser, Eyre, Mrs. Purves, Scholey, Mrs. Dibsall and Orridge

Apologies for absence were received from Cllrs. Butler, London, Maskell, Mrs. Sargeant, Searles and Williamson.

Cllrs. Mrs. Ayres and Mrs. Davison were also present.

1. Minutes

Resolved: That the minutes of the meeting held on 20 March 2012, be approved and signed by the Chairman as a correct record.

2. Declarations of interest

No declarations of interest were made.

3. Formal Response from the Cabinet following matters referred by the Committee and/or requests from the Performance and Governance Committee (please refer to the minutes as indicated):

There were none.

4. Actions from previous meeting

The Chairman read out an email that had been circulated earlier that day by the Group Planning Manager concerning the discussion at the last meeting of revised charges for pre-application enquiries, which Members noted.

5. Future Business, the Work Plan 2012/13 (attached) and the Forward Plan

The Chairman proposed the following amendments and additions to the Work Plan which were agreed by Members:

- 'Excessive Street Furniture' to be removed as no further information had been forthcoming from Members as to what this referred to
- The following items to be added to September 2012: Bold Steps for Aviation (KCC discussion paper); Fly tipping; and, Allocations and Development Management Plan (ADMP)
- Railways and Trains (Southern and South Eastern operators) to be moved to October

Agenda Item 1

Environment Select Committee - 29 May 2012

- The following items be added to October 2012: Village Design Statement (Seal and Underriver); Gypsies and Travellers Plan (Consultation on potential sites); Final draft after consultation of the Community Infrastructure Levy (CIL); and
- Bus Companies be moved to January 2013.

6. Olympics and Paralympics - Verbal Update.

The Head of Community Development gave a comprehensive power point presentation on all the on going arrangements for the Paralympic cycling event to take place in the District at Brands Hatch. She explained the road closures and safety arrangements which included the hire of a private security firm in addition to the volunteer stewards, and the work undertaken to keep local businesses informed. The Head of Environmental and Operational Services explained his role as Chairman of the Safety Advisory Group which was not a new role but now had a higher profile due to the event. The District was under its normal obligations to keep the roads clean and free from litter including those areas of the field of play. The London Organising Committee of the Olympic and Paralympic Games (LOCOG) however, had asked the Council and given the contract to clean the course where not covered by the District's responsibility.

Action 1: Copy of the power point presentation to be circulated along with the minutes of the meeting.

In response to concerns expressed by some Members with regards to crowd control for the Olympic Torch relay through the District, the Head of Environmental and Operational Services advised that zones were being provided and they were aware of pinch points where barriers would be needed. There were adequate volunteer stewards and qualified security staff. If there were not the capacity people would be moved on, and the Police were on hand for any civil disturbance. The Head of Community Development reported that every Head Teacher had been written to, twice, asking for numbers of children attending and copies of their risk assessment. Where this was known fixed barriers were in place at the road with retractable side barriers to keep the children together. The pavements had been measured and assessed against the national safety guidelines and capacity was based on adults.

The Chairman thanked and congratulated the Head of Community Development for all the hard work and time that had been put in and commended Officers for managing it on top of their already busy workloads. She thanked the Chairman but pointed out that it had been very much a corporate endeavour with many different council departments involved such as development control, environmental health, parking and legal.

7. Community Infrastructure Levy (CIL) - Public Consultation Document and Preliminary Draft Charging Schedule

The Planning Policy Team Leader presented a report on the Community Infrastructure Levy (CIL) which was a new mechanism for securing contributions from developers towards the provision of infrastructure that was required to support development. In order to begin charging the Council needed to prepare a Charging Schedule to set out what developers would need to pay in £ per sq m of new buildings and any variations by area or type of development. The consultation document at Appendix B to the report would form the first formal stage in the Council's preparation of CIL and it was proposed

that this should be subject to a 6 week consultation between June/July and August 2012.

In response to questions the Planning Policy Team Leader advised that the report would also be considered by the Local Development Framework Advisory Group and Cabinet in June 2012, so the consultation should begin at the end of June before the holiday season. The Planning Policy Team Leader agreed to check with the Environment Agency the figures given by them on the cost of a Flood Defence and Water Quality Infrastructure. With reference to supplying evidence for the need for infrastructure to support new development she explained that this was prescribed by legislation and the wording came from the regulations. It was a grey area, but it could potentially be used to assist with existing problems if a new development would add to the infrastructure problems.

A Member queried the demographics; was concerned that if district wards were stuck to certain areas that could cope with the higher charge would only face the lower charge and therefore an opportunity would be lost; and due to revenue costs wondered how many of the projects could actually be realised. In response to these queries, the Planning Policy Team Leader agreed to double check the demographic forecasts; explained that ward boundaries were used as a lot of data was provided on that basis and that it may be something that came out in the consultation process; and that the CIL could be used for on-going funding of schemes, and she did not believe there was a time limit for this but would double check. In response to further questions she advised that developers were largely supportive of CIL as it was more predictable than s.106 agreements and could be more easily factored into their costings. If a Parish Council did not respond TO THE request for evidence of infrastructure needs, it would not be a lost opportunity and would still receive a share of the money to spend on local infrastructure projects. Areas of development exempt from the CIL were affordable housing, charitable purposes and exceptional circumstances to be used on rare occasions. The Planning Policy Team Leader noted the concern expressed that Gypsy and Traveller sites were not mentioned.

Resolved: That it be recommended to Cabinet that, subject to the discussions above:

- a) the CIL Preliminary Draft Charging Schedule Consultation Document be agreed and published for consultation;
- b) the Portfolio Holder be authorised to agree minor presentational changes and detailed amendments, including any minor changes to the proposed charging levels as a result of the completion of the CIL Viability Study, prior to publication to assist the clarity of the document; and
- c) copies be made available for sale at a price to be agreed by the Portfolio Holder.

THE MEETING WAS CONCLUDED AT 8.22 pm

Chairman

FORMAL RESPONSE OR CONSULTATION REQUESTS FROM THE CABINET AND/OR SELECT COMMITTEES FOLLOWING MATTERS REFERRED BY THE COMMITTEE

(a) Community Infrastructure Levy (Response from Cabinet – 14 June 2012)

This matter was considered under Minute 12 of the minutes of the meeting of the Cabinet held on 14 June 2012.

In order to begin charging a Community Infrastructure Levy (CIL), Sevenoaks District Council would be required to prepare a Charging Schedule, setting out what developers would need to pay per square meter of new buildings and any variations by area of type of development. The consultation document would form the first formal stage in the Council's preparation of CIL. It was proposed that there would be a six week consultation between June/July and August 2012. This was the first part of the process and further reports would be bought back once the consultation period had ended.

The Portfolio Holder for Planning and Improvement introduced the report and highlighted that the District Council would maintain control over any income generated from the CIL. The two different charges that would be levied across the District were a result of differences in average land values. The Senior Planning Officer reported that guidance from government around the charges had been clear; charges should be as straight forward as possible. As a result of this the decision had been taken to base charges on ward boundaries across the District.

Members considered whether Kent County Council would be able to utilise any of the funding and the Senior Planning Officer confirmed that it would be down to the discretion of the District Council. One of the questions in the consultation document focused on where funding should be allocated. In the past consultees had favoured schools and highways which fell within the remit of Kent County Council, however, the District Council would be able to put safeguards in place which meant that funding was ring-fenced for use within the District.

Visiting Members expressed concerns surrounding the levels of charges, noting that the proposed charges for Sevenoaks appeared to be higher than those for other authorities. Those Members felt that the high charges would stifle development within the District. The Leader commented that 90% of the District was made up of green belt and therefore opportunities for development were limited and land values high. The Environment Select Committee had noted that developers were largely supportive of CIL as it was more predictable than Section 106 agreements and could be more easily factored into costings.

The Portfolio Holder for Planning and Improvement reported that the CIL cost on a development would be considerably less than the current cost of affordable housing and was therefore unlikely to influence the majority of development across the District.

In response to a question, the Senior Planning Officer reported that in the majority of cases developers would not have to pay CIL and Section 106 contributions for

Agenda Item 3

infrastructure. This may occur where there are infrastructure projects directly related to the development, such as major highway improvements necessary to allow a development to proceed. There were also restrictions to the number of Section 106 that could be utilised when developing a piece of infrastructure, and this restriction had been set to a maximum of five. The Leader requested that after the consultation Officers provide Members with a comparison with the current cost of section 106 contributions for infrastructure.

A Member noted that the Environment Select Committee had raised concerns surrounding Gypsy and Traveller sites and asked what these concerns had been. The Senior Planning Officer explained that the CIL could be charged on new buildings. Moving a caravan onto a site or establishing a mobile home would not attract the CIL, although there was a debate to be had around planning law affecting when a mobile home became a building.

Resolved: That

- a) the CIL Preliminary Draft Charging Schedule Consultation Document be published for consultation;
- b) the Portfolio Holder be authorised to agree minor presentational changes and detailed amendments, including any changes to the proposed charging levels as a result of the completion of the CIL Viability Study, prior to publication to assist the clarity of the document; and
- c) copies be made available for sale at a price to be agreed by the Portfolio Holder.

ACTIONS FROM THE MEETING HELD ON 29 MAY 2012

Action	Description	Status and last updated	Contact Officer
ACTION 1	Copy of the power point presentation to be circulated along with the minutes of the meeting.	Email with the presentation sent to Members of the Committee 21.08.2012.	Lesley Bowles Ext. 7335

This page is intentionally left blank

Environment Select Committee Work Plan 2012/13

Topic	4 September 2012	23 October 2012	15 January 2013	19 March 2013	May 2013
Planning Policy (Alan Dyer)	Local Listing Update Edenbridge CAMP Allocations and Development Management - Development Plan Document (ADM DPD)	Final Draft Community Infrastructure Levy Village Design Statements Gypsies and Travellers Plan			
Development Control (Alan Dyer)					
Building Control (Richard Wilson)					
Street Scene & Air Quality (Richard Wilson)	Bold Steps for Aviation – KCC Discussion Document (May 2012) Flytipping				

Topic	4 September 2012	23 October 2012	15 January 2013	19 March 2013	May 2013
Transport (including parking) (Richard Wilson)		Railways and Trains (Southern and South-Eastern operators)	Bus Companies		
Economic Development and Tourism (Lesley Bowles)					
Budget (Adrian Rowbotham)		Budget and Service Plans			
Other					

Possible items to be considered in the future (for items not yet timetabled in):

- Conservation Area Appraisals and Management Plans (ad hoc items)

ENVIRONMENT SELECT COMMITTEE – 4 SEPTEMBER 2012

FLY TIPPING

Report of the: Community & Planning Services Director

Status: For Information

This report supports the Key Aim of a green and safe environment in the Community Plan

Portfolio Holder Cllr. Mrs Hunter

Head of Service Richard Wilson – Head of Environmental and Operational Services

Recommendation: That the report be noted.

Background

- Members of the Environment Select Committee requested a report on fly tipping in the District.

Fly Tipping Indicators

- The following indicators compare the statistics for 2008/09 - 2011/12.

	08/09	09/10	10/11	11/12
No. of fly tipping incidents reported	772	737	761	596
No. of fly tipping incidents removed by SDC	652	525	396	306
Average time from report to removal (Working days)	2.7 days	4.1 days	5.1 days	5.7 days
Tonnes of fly tipped waste removed	160	100	92	125

- It can be seen that the number of incidents reported was consistent between 2008/9 and 2010/11 with a significant fall in 2011/12. This is reflected in the number of incidents removed by the Council. It is too early to say however, if this is a welcome trend. The increase in tonnage of fly tipped material removed reflects the increase incidents of larger scale fly tipping (spoil/rubble etc.).
- The number of incidents removed reflects the Council's responsibility for removing fly tipped waste. Fly tipped household waste on the highway, and any fly tipped waste on Council owned land is the responsibility of this Council to remove. Fly tipped commercial waste on the highway is the responsibility of Kent Highways

Agenda Item 6

Services to remove. Fly tipped waste on private land is for the land owner to remove.

Analysis of 2010/11 and 2011/12 Fly Tipping incidents reported/removed per Parish

FLY TIPPING	2010/11		2011/12	
	Reported	Removed	Reported	Removed
ASH	18	10	3	0
BRASTED	11	5	6	5
CHEVENING	11	2	3	2
CHIDDINGSTONE/B.BEECH	8	8	5	4
COWDEN	8	3	1	1
CROCKENHILL	10	7	7	4
DUNTON GREEN	10	4	10	2
EDENBRIDGE	61	24	49	24
EYNSFORD	21	10	14	9
FARNINGHAM	17	11	6	4
FAWKHAM	11	6	12	7
HALSTEAD	8	2	17	12
HARTLEY	23	11	18	10
HEVER/FOUR ELMS	6	5	17	11
HEXTABLE	19	9	9	3
HORTON KIRBY & S. DARENTH	74	50	42	28
KEMSING	14	4	17	4
KNOCKHOLT	12	6	22	19
LEIGH	8	4	7	2
LONGFIELD	3	1	0	0
NEW ASH GREEN	5	1	9	5
OTFORD	16	6	8	4
PENSHURST/FORDCOMBE	10	5	3	2
RIVERHEAD	7	2	6	2
SEAL	19	14	23	9
SEVENOAKS	54	29	42	21
SHOREHAM, CHELSFIELD & BADGERS MOUNT	59	43	35	15
SUNDRIDGE	15	8	7	3

SWANLEY	136	78	142	72
WEALD	11	3	4	2
WEST KINGSDOWN	44	7	28	9
WESTERHAM	32	18	24	11
TOTALS	761	396	596	306

Resources

- 5 Two staff and a vehicle are employed 3 days/week to remove fly tipped waste. The other two days this team are engaged in collecting pre-paid bulky household waste (1605 addresses in 2011/12).
- 6 The Council has a target of removing fly tipped waste for which it is responsible to remove within 5 working days from report to removal. This target is now being achieved.

Enforcement

- 7 Proactive and reactive enforcement is a key element in reducing the number of fly tipping incidents occurring. The Council heavily relies on the Clean Kent Enforcement Team (employed by Kent County Council) who are legally delegated to undertake enforcement action on behalf of this Council. This enforcement action varies between prosecution, fixed penalty notices and formal warnings. They have been successful in this District in deterring fly tipping by their enforcement efforts.
- 8 Proactive work such as covert surveillance and the use of identification techniques (such as Smart Water) are also instigated.
- 9 Other operations, working with the Police, Environment Agency and Trading Standards does take place occasionally, principally targeted on large scale commercial fly tipping (tyres, builders waste etc.).

Financial

- 10 There are no additional financial implications identified in this report.

Community Impact and Outcomes

- 11 Fly tipping is an illegal activity, is anti-social and the presence of fly tipping encourages further anti-social behaviour, as well as detracting from the amenity value of a neighbourhood. Prompt removal of fly tipped waste and the activities targeted on fly tipping by the Clean Kent Campaign and the Community Safety Partnership clearly identifies this as a priority outcome for residents and partners alike.

Legal, Human Rights etc.

- 12 There are no additional legal implications identified in this report.

Agenda Item 6

Equalities Impact

13 There are no additional equalities impacts identified in this report.

Conclusions

Risk Assessment Statement

14 The Council has legal duties with regard to removal of fly tipped waste. Failure to undertake this duty promptly can lead to increased fly tipping activity and poor public perception and community safety and fear of crime issues.

Sources of Information: Direct Services Performance Indicators

Contact Officer(s): Richard Wilson 01959 567351 and Ext. 7262

Kristen Paterson
Deputy Chief Executive & Director of Community and Planning Services

BOLD STEPS FOR AVIATION - KCC DISCUSSION DOCUMENT

Environment Select Committee – 4 September 2012

Report of the: Deputy Chief Executive and Community and Planning Services Director

Status: For Information

Key Decision: No

Executive Summary: KCC has released a discussion document called 'Bold Steps for Aviation' (Appendix A). Included in the numerous proposals is that a Thames Estuary hub airport is not progressed and that airport capacity is increased by a second runway at Gatwick after 2019, supported by a high speed rail link to Heathrow. SDC has commented on the document to suggest that KCC should not identify capacity expansion at Gatwick as its preferred option prior to the social, environmental and economic impacts of all options being considered fully. KCC have said that they will take these comments into account in drafting its final Bold Steps for Aviation document.

Portfolio Holder Cllr. Mrs Davison

Head of Service Planning Group Manager – Alan Dyer

Introduction

- 1 KCC has released a document called 'Bold Steps for Aviation' (Appendix A). It is described by KCC as their first ever Aviation policy for discussion (11 May 2012). KCC did not arrange a formal consultation on the document but SDC sent comments to KCC (Appendix B), as a Portfolio Holder response, in order to ensure that its views are taken into account when KCC issue their final policy position. KCC's response to SDC's comments is included at Appendix C.
- 2 It is understood that the Government is planning to publish a consultation document in the Autumn on options for expanding airport capacity. The Government is currently consulting on a Draft Aviation Framework document. KCC's discussion paper has been published in advance of the consultation on airport options and appears to have been drafted primarily to counter proposals from the Mayor of London that a Thames Estuary airport should be considered as a realistic option. The key issue for Sevenoaks District Council is the proposal from KCC that a second runway at Gatwick should be developed after 2019.

Bold Steps for Aviation

- 3 The document proposes a number of ways to meet increasing capacity demands and recommends to Government:
 - the construction of a high speed rail link connecting Gatwick and Heathrow;

Agenda Item 7

- improved rail connectivity of other regional airports with London, Gatwick and Heathrow;
 - further development of Manston Airport and other existing regional airports
 - capacity growth at Gatwick through the addition of a second runway after 2019; and
 - any proposals for a Thames Estuary airport are not progressed any further.
- 4 In summary, the focus is on improving existing airport infrastructure and linking Gatwick and Heathrow to create one airport. The report is also very critical of the Thames Estuary airport proposals, which it states will take years to investigate and that it is better to use existing hub and regional airports now.
- 5 In relation to Gatwick, the document states (paragraph 4.3) that the potential for Heathrow and Gatwick to operate as connected airports can only be realised if a second runway is built at Gatwick when the present moratorium on planning expires in 2019. It suggests that capacity growth at Gatwick is a more acceptable long-term solution than expansion at Heathrow, due to the lower number of people that would be overflowed, the good rail and road access, and the economic benefits that this would bring to deprived communities in Kent, Sussex and South London.

Gatwick Master Plan

- 6 The operator of Gatwick Airport published a draft master plan for consultation earlier this year. The plan proposes that passenger throughput at the airport will increase to 40 million passengers per annum by 2020 without the need for a second runway. The SDC response to the consultation noted that the airport plays a key role in the South East economy but raised concerns about access to the airport and the noise impacts of any increases in the number of flights. The Council's primary concerns are the impact that growth of passenger throughput to 40 million passengers per annum will have on noise levels and annoyance in the southern part of Sevenoaks District, near Cowden, Hever and Edenbridge, and the impact of more passengers travelling by car to the airport from Kent. The SDC response also suggested that the need for increased capacity for international travel in the South East should be assessed by Government and that any proposals for a second runway at Gatwick prior to this would be unwelcome.
- 7 In addition, SDC has recently endorsed 'The Future of Rail in the South East: A Joint Vision Statement', produced by the Gatwick Airport Operator, which highlights the need for improved rail access to Gatwick. This statement focuses on the reinstatement of rail links between Tonbridge, Edenbridge and Gatwick. This would reduce the need to travel along the M25 through the District, which is an Air Quality Management Area, and increase the attractiveness of business and tourist locations in the District.

SDC Response to Bold Steps for Aviation

- 8 The SDC Portfolio Holder response to Bold Steps for Aviation is set out in Appendix B. It was sent to KCC in July 2012. The response argued that it is premature for Kent County Council to identify the development of a second runway at Gatwick as

part of its preferred option, prior to a detailed assessment of the impacts of all of the reasonable options. It questioned why KCC has chosen to express its support for expansion of Gatwick over a further runway at Heathrow. Notwithstanding the potential social and environmental issues associated with any second runway at Gatwick, it is questioned whether there would be sufficient interest from major carriers to operate their major long haul routes out of Gatwick rather than Heathrow.

- 9 The SDC response restated the Council's support for improved rail connections between Tonbridge and Gatwick (via Edenbridge). Therefore, the KCC proposal for improved connections between Ashford and Gatwick using existing lines, as set out in section 4.2.1 and figure 1 of the Bold Steps for Aviation document (which shows the connection continuing to Manston), was supported, subject to stops at Tonbridge and Edenbridge being included in the proposals. Given this desire to see rail access to Gatwick improved, the existing and forecast overcrowding on trains operating on the Brighton Mainline (identified in the Sussex RUS) and the congestion that is regularly experienced on the M25 (including between junctions 5 and 7), SDC questioned KCC's assertion that road and rail access to Gatwick is good (p17 of Bold Steps for Aviation).

KCC Response to SDC comments

- 10 KCC's response to SDC's comments was set out in a letter from the Leader of KCC on 9 July 2012 (Appendix C). The letter states that KCC will take the comments of other organisations into account in formulating its final position on Bold Steps for Aviation. It restated KCC's view that:

'capacity growth at Gatwick (post 2019) represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would need to be over-flown by arriving and departing aircraft, the relatively good rail access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London'.

- 11 KCC's response also suggests that Gatwick is a highly desirable airport for airlines and that a Heathrow-Gatwick high speed rail link will make it increasingly attractive. KCC note that there would be a need to improve road and rail connections to Gatwick but consider that this would be more achievable than the improvements that would be necessary to support the development of an estuary hub airport.

Draft Aviation Policy Framework

- 12 The Government consulted on 'Developing a sustainable framework for UK aviation: Scoping Document' between March and October 2011. SDC supported the following points raised in a response by Edenbridge Town Council:
- Minimum height restrictions for aircraft approaching Gatwick should be set to reduce noise;
 - It is not equitable to allow more night landings at Gatwick than other airports in the South East, as is currently the case;

Agenda Item 7

- Surface access to airports should be improved, for example by improving the train service between Tonbridge and Gatwick Airport; and
- A fair and equitable regulatory framework for aviation matters that equally recognises the needs of rural areas is required.

13 The Government has now published a 'Draft Aviation Policy Framework', which proposes the approach that it will take to issues such as increasing airport capacity in the short term, reducing greenhouse gas emissions, reducing and mitigating the impact of noise, improving air quality and improving engagement between airport operators and local residents. The Government decided against consulting on options for how additional airport capacity will be developed in the longer term through the development of new runways and associated infrastructure. Instead, this issue will be the subject of consultation at a later date. Other issues that may be of interest to Sevenoaks District Council, such as on use of airspace, respite from noise and night flights will also be the subject of separate consultations.

Key Implications

Financial

14 There are no financial implications for the Council as a result of this report

Community Impact and Outcomes

15 There are no community impacts expected as a result of this report. However, any development of a second runway at Gatwick would have an impact on communities in Sevenoaks District.

Legal, Human Rights etc.

16 There are no legal or human rights issues associated with this report.

Conclusions

17 SDC has commented on KCC's Bold Steps for Aviation document to suggest that KCC should not identify capacity expansion at Gatwick as its preferred option prior to the social, environmental and economic impacts of all options being considered fully. KCC have said that they will take these comments into account in drafting its final Bold Steps for Aviation document.

Risk Assessment Statement

18 No risks associated with this report have been identified.

Appendices

Appendix A – Bold Steps for Aviation (KCC)

Appendix B – SDC letter to KCC of 2 July 2012

Appendix C – KCC letter to SDC of 9 July 2012

Contact Officer(s): Steve Craddock (7315)
Hannah Gooden (7178)

Kristen Paterson
Deputy Chief Executive and Community and Planning Services Director

This page is intentionally left blank



Bold Steps for Aviation

Discussion document

May 2012



Agenda Item 7

Contents

	Executive summary	3
1	Introduction	4
2	Background to aviation in the UK	5
3	Background to Bold Steps for Aviation proposals	8
4	Bold Steps for Aviation proposals	10
5	Recommendations	17

Executive summary

In **Bold Steps for Aviation** Kent County Council discusses how the UK can meet its aviation needs through the connection of Gatwick and Heathrow with a high speed rail link; better use of Manston and Lydd Airports and other regional airports, including London City, Southend, Stansted, Luton, Southampton and Birmingham; and improved connections of these regional airports with London.

In doing so it recommends to Government:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

Agenda Item 7

1 Introduction

The UK's position as a premier world aviation hub is threatened by its inability to meet increasing capacity demands. Heathrow is operating at 98.5% of its capacity and there is a significant lack of runways in the south east, meaning that the UK economy is losing £1.2 billion a year to the Netherlands, France and Germany¹.

Adjusting schedules and changing flight slots will not solve Heathrow's lack of capacity but neither will building a new multi runway hub airport in the Thames Estuary, which cannot be delivered in time to stop the UK's continued slide against its competitors². The UK needs to be able to connect with emerging markets now and the quickest way of addressing this is to build on our current aviation infrastructure.

As also recently proposed by Victoria Borwick (London Assembly Member)², Terry Farrell, Medway Council and other like minded individuals and organisations, Kent County Council considers that the way forward is to adopt an integrated aviation strategy that builds on, and improves, existing airport infrastructure and links Heathrow and Gatwick with a high speed rail link, effectively creating one airport.

This document discusses how the UK can take **Bold Steps for Aviation**.

¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

² Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

2 Background to aviation in the UK

2.1 The importance of aviation to the UK economy

A healthy and dynamic aviation sector is vital to the UK economy. In 2009, aviation contributed around £18 billion to UK output. The aviation sector employs over 250,000 people directly and supports an estimated 200,000 additional jobs through its extensive supply chain. The value added by employees in the sector is around one-and-a-half times the economy-wide average, amounting to 2% of Gross Value Added (GVA)³. Economically, the aviation industry is pivotal to the UK's growth and employment opportunities.

The UK has the sixth highest number of international visitors in the world; and in 2009 approximately 22 million foreign tourists visited the UK by air, generating some £14 billion of annual expenditure across the economy⁴. Tourism directly provides 1.5 million jobs in the UK, representing 5% of employment nationally.

Good air connectivity is frequently cited as an important factor in business location decisions and companies' ability to attract highly skilled labour from abroad. The growth of regional airport services across Europe has helped to attract inward investment and, together with complementary road and rail improvements, has enabled the integration of many previously peripheral cities and regions into the global economy. The ongoing expansion of these services in the UK can play a significant role in rebalancing regional economies in favour of the private sector.

2.2 The demand for air travel

Overall, global aviation is expected to grow at an average compound annual growth rate of 5.6% for the period to 2025⁵. Rising incomes in the UK and internationally will result in higher rates of business and tourist travel to and from Britain, while the emergence of greater wealth in China, India, Russia and Brazil will further increase worldwide demand for aviation. The DfT's 2011 aviation passenger demand forecasts indicated that, in a scenario without capacity constraints, UK-wide demand for air travel would almost double between 2007 and 2030, increasing from 211 million passengers per annum (mppa) in 2010 to approximately 335 mppa in 2030⁶. The propensity to fly is significantly higher for residents of London and the South East than for other regions of the UK and demand at London's airports represents some 60% of UK-wide demand⁷.

³ HM Treasury, Reform of Air Passenger Duty: a consultation, 2011

⁴ Office for National Statistics, *Travel Trends*, 2009

⁵ Greater London Authority, *A New Airport for London*, 2011

⁶ DfT, *UK Aviation Forecasts*, 2011

⁷ Civil Aviation Authority, *2009 Demand*

Agenda Item 7

2.3 Airport capacity

It is irrefutable that existing runway capacity at London's airports acts as the primary constraint on their ability to accommodate future demand for air travel. No new runways have been added since 1988 (at City Airport) and those at Heathrow and Gatwick are operating at capacity for much of the day. London's airports collectively accommodate more passengers than those of any other city in the world and this, along with the lack of excess capacity, means that they are particularly susceptible to disruption and delays.

Heathrow is currently handling 75,000 more passengers a day than it was built for⁸. Its runways operate at 98.5% capacity, compared to 70-75% at other European hub airports and during busy periods, aircraft can be held in one of its four stacks for 30 to 45 minutes awaiting a landing slot. Heathrow also suffers from lengthy queues for take-off slots. These delays have environmental costs and financial costs to both airline and passenger.

	Current passenger numbers (mppa)	Runways	Destinations served	Percentage of capacity used
Heathrow	67.3	2	180	98.5%
Frankfurt	51.9	3	262	74.2%
Paris CDG	53.5	4	223	73.5%
Amsterdam Schiphol	44.1	5	222	70%

Table 1 – Illustration of Heathrow's capacity in comparison to other Northern European hub airports⁹

As table 1 shows, Heathrow currently handles the largest proportion of passenger numbers out of Europe's major hub airports and is Europe's busiest airport but by 2021 is predicted to fall to third place behind Frankfurt and Paris Charles de Gaulle¹⁰. However, as demand increases Heathrow has little room to accommodate additional passengers whereas Frankfurt, Paris CDG and Amsterdam Schiphol have sufficient available capacity (between 25-30%) to continue to take advantage of this growing market. This severely disadvantages Heathrow in supporting UK businesses to trade with growing markets.

A recently commissioned report by airport operator BAA and carried out by Frontier Economics, found that UK businesses trade 20 times as much with emerging market countries that have direct daily flights to the UK¹¹. Paris and Frankfurt already have 1,000 more annual flights to the three largest cities in China than Heathrow¹¹; Heathrow has five flights per day to China serving two destinations, whilst Paris has 11 serving four

⁸ Greater London Authority, A New Airport for London, 2011

⁹ Bridget Roswell, Chairman, Volterra Partners - Why we need to be visionary and think big. A presentation to the Transport Times Conference - A New Strategy for Aviation - The case of new hub capacity. London, 18 April 2012

¹⁰ Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

¹¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

destinations and Frankfurt 10 serving 6 destinations¹². Sao Paolo is the only South American destination served directly from London. These startling comparisons clearly illustrate the difficulties the UK is facing right now in remaining competitive and taking advantage of emerging markets.

This lack of capacity does not only affect UK passengers wishing to connect with these new markets but also overseas customers who cannot directly access Heathrow.

Similar problems are experienced at Gatwick, which operates at 78% of capacity (33.64 mppa in 2011¹³) and is the busiest single-runway airport in the world. Growth forecasts project Gatwick carrying 40 mppa by 2020.¹⁴

If additional runway capacity is not provided in anticipation of forecast demand growth, then delays and disruption at London's airports will steadily worsen. As a result the UK will become less accessible than its rivals to strategically important locations in the developing world and future economic prosperity will be threatened. With the current UK economic forecast, it is all the more important that this industry, so vital to our country's economy, is invested in, protected and expanded to meet needs.

Proposals for the development of a new hub airport within the Thames estuary area have been proposed as a solution to this capacity issue. However this will be costly and take at least 10-15 years to develop; it is likely that in this time the UK will have already missed out. We need to act quickly and find a more immediate and cost effective solution. This need gives rise to an opportunity for our regional airports to take more of a share of the capacity, particularly domestic and short haul flights, allowing Gatwick and Heathrow to focus on the long haul international market. And this approach has wider benefits than addressing the capacity issue – development of regional airports will provide local benefits through increased employment opportunities, at a time when unemployment is a significant concern for the country.

¹² A new Airport for London, Greater London Authority, 2011

¹³ Civil Aviation Authority

¹⁴ Stewart Wingate, Chief Executive Gatwick Airport

3 Background to Bold Steps for Aviation proposals

Kent County Council (KCC) recognises that future demand for aviation cannot be met by the existing airport infrastructure as it currently stands. The authority also recognises the need to meet this demand if we are to remain competitive.

An airport within the Thames estuary has once again been put forward for consideration.

The authority does not consider this a viable solution and remains opposed to any airport within this location.

Of key concern is the cost of a new hub airport – estimated at £20bn for the airport and £30bn for the associated infrastructure. Aside from issues of whether these estimates are accurate, the proposals assume that private investment will be forthcoming, which is by no means guaranteed. It also does not address the public funds required for the infrastructure costs. Further to this, it is likely the project would not be completed for 10-15 years therefore not addressing the immediate capacity issues. In the time it takes for the project's completion, London will have already lost its premier position as a hub.

The proposed estuary hub airport would only succeed if Heathrow were closed, with the loss of 116,000 jobs in west London and a significant detrimental effect along the M4 corridor. It has also been shown that nine of the ten major airlines currently based at Heathrow do not want to move.

The development on the Isle of Grain would result in the removal of whole communities, some 40,000 people (homes and businesses), who would need to be re-homed within the Medway area. This is in addition to the employees of the new airport, for who an estimated 70,000 new homes would be required. Such significant housing levels are not currently available and there has been no suggestion as to where this would be located. The existing road infrastructure would not be able to cope with the additional burden a hub airport would place and the Foster's proposal has not made any attempt to address this issue, instead focussing on rail.

There are also significant risk issues associated with locating the airport in the Thames estuary. Richard Deakin (Chief Executive Officer of National Air Traffic Services) has stated that the proposed airport in the Thames estuary would be in the '**very worst spot**' for the south-east's crowded airspace, directly conflicting with Heathrow, Gatwick, Stansted, Luton and London City flight paths (in addition to Schiphol). Further to this, the estuary airport has been assessed to have the highest risk of bird strike in the UK (twelve times higher), even with extensive management measures.

KCC's final point of objection is that the estuary airport would be situated in an area of international environmental importance. The area falls under the EU Habitats Directive and the airport would need to satisfy a number of tests in order to proceed, not least of all that the favourable conservation status of the European Protected Species is maintained within their natural range. In addition the area has significant marine, inter-tidal and terrestrial based heritage assets, some of international importance.

Given all the above, it is difficult to see how an estuary airport could be a viable option. If the UK is to act quickly in order to address current issues and meet future aviation demand in order to retain its premier position as a hub, KCC does not consider that time should be spent on a new airport proposal that will not be able to proceed. Instead the authority proposes that a more strategic approach, that makes better use of our existing airports (in particular, Manston Airport – see 3.2.1) and represents a more pragmatic and deliverable medium-term solution, warrants immediate investigation.

4 Bold Steps for Aviation proposals

Bold Steps for Aviation is based on the following recommended courses of action:

- The construction of a high speed rail link connecting Gatwick and Heathrow.
- A more strategic approach to the use of our airports, maximising the capacity of Manston Airport and existing airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) (and other regional airports, such as Birmingham).
- The construction of high speed rail links connecting Manston Airport (and other regional airports including Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) to London.
- Capacity growth at Gatwick through the addition of a second runway after 2019.

KCC considers these courses of action will enable us to respond more immediately to the capacity issues facing aviation and ensure we remain competitive. Each of these courses of action are discussed in detail below.

4.1 Construction of a high speed rail link connecting Gatwick and Heathrow

Although London's airports are relatively well connected to central London via the strategic road and rail networks, they are poorly connected to each other. This impacts negatively on the extent to which existing airport capacity can be maximised. In 2007, around 1.5 million passengers connected between flights at different London airports; of these, the greatest proportion travelled between Heathrow and Gatwick¹⁵. However, there is no direct rail service between them and, whilst the motorway route is regularly served by express coach services, journey times are unreliable. Without sustained investment in transport infrastructure, there is little scope for London's airports to act in a more coordinated way.

A high-speed rail link (with an estimated travel time of 15 minutes) between Gatwick and Heathrow would effectively provide a hub airport with easy access to central London. This would complement the Crossrail high speed rail connectivity already planned between London and Heathrow and also Birmingham Airport with High Speed Two (HS2).

The cost of providing the high speed rail link between the two airports would be approximately £5.5 billion, based on the unit costs of the current HS2 programme, and could be completed within five to ten years. This offers a more cost effective and time efficient option to that of the Thames Estuary airport proposal.

¹⁵ Civil Aviation Authority, Connecting Passengers at UK Airports, 2008

The success of connecting these two airports would be dependent on refocused use of the airports (3.2), increased use of regional airports (3.2) and a further runway at Gatwick (or Heathrow) (3.3).

4.2 Strategic management of existing airports

A more strategic approach to managing our airports should be applied, focussing charter, low-cost and short haul point to point flights at currently under-used regional airports; thereby freeing up capacity to allow Heathrow to take more long haul flights. With Gatwick and Heathrow linked by a rail line, Gatwick could exist as a feeder airport, with Heathrow focussing on long haul. Regional airports considered appropriate for this use because of existing good connections to London include:

- Manston
- Lydd
- London City
- Southend
- Stansted
- Luton
- Southampton
- Birmingham

In effect, the regional airports around the capital would become point-to-point airports. Such airports have low levels of transfer flights and instead focus on direct services. By absorbing most of the South East's demand for point-to-point operation, capacity would be released at Heathrow and Gatwick to enable a large volume of passengers to make a wide range of connections. The nature of a hub operation is maximised when there is around 25% spare capacity through a number of runways operating simultaneously. This runway capacity is required to facilitate the 'waves' of arriving and departing aircraft.

The increased use of regional airports would be more in line with Government policy and legislation on emissions reduction while also addressing the need for growth and jobs creation in the south east and other areas across the UK.

The capacity of regional airports to assist in meeting increasing demand is discussed further in section 3.2.2.

Agenda Item 7

4.2.1 *Increased use of Manston Airport*

In Kent, Manston Airport has the potential to make a significant contribution, providing excellent connections to Europe destinations and reduced flight times. Manston has one of the longest runways in Europe (at 2,752 metres) and is therefore able to cater for all modern jet aircraft. The airport operates in Class G airspace, outside of the London Control Zone, and has sufficient capacity for the 4.7 mppa and 400,000 tonnes of freight anticipated by the Airport Master Plan by 2033¹⁶. Its local environmental impacts are greatly reduced by its location on the Thanet Peninsula, with much of its uncrowded flight path located over water to the east of Ramsgate. There is a fully-equipped passenger terminal facility with a capacity of around 1 mppa subject to the aircraft used and scheduling arrangements.

Manston enjoys good strategic road links to London and the wider South East via the A299 dual carriageway, which joins the M2 motorway approximately 19 miles west of the airport. There are also three primary rail routes to Ramsgate, located 3 miles east of Manston, which serve the London termini of St Pancras International via domestic high speed services on High Speed One (HS1), Charing Cross and Victoria, therefore offering a total of five trains per hour during off-peak periods.

However these connections will need to be improved if Manston is to truly succeed as a regional airport. Research commissioned by KCC (through an EU funded project seeking to improve sustainable surface access to regional airports) reveals evidence that with a fixed rail link passenger numbers increase as it enables a wider catchment of people to use the airport. Newcastle Airport's passenger numbers increased by 27% after the first full operational year of the Metro link to the airport and passenger numbers have continued to grow year on year. A station near to Manston Airport served by high speed rail services to London will increase the attractiveness of the airport to airlines and passengers.

Line speed enhancements have been secured through a successful Regional Growth Fund bid and should be operational by 2015; and work is underway to take forward the provision of the proposed Thanet Parkway rail station, which subject to funding could also be operational by the end of 2015. KCC is also pushing for improved rail connection (using existing lines) between Ashford and Gatwick, which would link Manston to both Gatwick and Heathrow.

Manston would strongly complement Heathrow and Gatwick as they increasingly focus on accommodating long-haul flights at the expense of domestic and near-European services.

¹⁶ Infratil Airports Europe Ltd, Manston Airport Master Plan, 2009

Development of Manston as a regional airport would create employment opportunities in one of England’s most disadvantaged areas; the airport’s Master Plan forecast for 2033 would see up to 6,000 additional direct and indirect jobs within the area, development for which is generally supported by the local community.

4.2.2 Other regional airports with the ability to serve London and support the wider network

Other regional airports (see map on p15) also have the potential to increase capacity.

Regional airport	Current capacity (mppa)	Current usage (2011) (mppa)	Available capacity (2011) (mppa)	Potential future additional capacity (mppa)	Potential future additional (spare) capacity (mppa)	Potential additional jobs to be created by future additional capacity ¹⁷
Heathrow	89	69	20 ¹⁸	-	20	20,000
Gatwick	40	34	6	43 ¹⁹	49	49,000
Manston	1	-	1	5 ²⁰	6	6,000
Lydd	0.1	-	0.1	2 ²¹	2	2,000
London City	5	3	2	3 ²²	5	5,000
Southend	2	-	2	-	2	2,000
Stansted	35	18	17	-	17	17,000
Luton	10	10	0	21 ²³	21	21,000
Southampton	7	2	5	-	5	5,000
Birmingham	12	9	3	32 ²⁴	35	35,000
TOTAL	201.1	145	56.1	106	162	162,000

Table 2 – Available capacity at selected UK airports²⁵

As table 2 shows there is potentially in excess of 160 mppa available capacity from airports with good connections to London. This compares favourably with the Thames Estuary

¹⁷ Based on 1mppa creates 1,000 jobs.

¹⁸ With 'mixed mode' operations on its two existing runways

¹⁹ With a new wide-spaced runway in addition to the existing runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁰ Manston Airport Master Plan (2009)

²¹ Lydd Airport is currently awaiting the decision of a Public Inquiry to permit runway and terminal extensions to allow 500,000ppa; aspiration for 2mppa

²² London City Airport Master Plan (2006)

²³ With either a relocated or realigned runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁴ With a new wide-spaced runway in addition to the existing runway - DfT (2002) The Future Development of Air Transport in the UK: Midlands.

²⁵ Figures based on the 2002/03 Consultation documents for the 2003 Future of Air Transport White Paper (as this is Government Policy until superseded) unless otherwise stated

Agenda Item 7

airport proposal, which states it would be capable of serving 150 mppa. Furthermore, airports such as Liverpool, Doncaster and Blackpool could collectively accommodate tens of millions of extra passengers a year.

In addition to meeting capacity needs, better utilisation of our regional airports would result in the creation of much needed employment opportunities. Huw Thomas, of Foster and Partners, made clear at a recent public event²⁶ that the Foster's estuary airport proposal was not about expanding jobs but about protecting those that currently exist because of our hub status. It has also been made clear that the development of a new hub airport in the estuary would result in the closure of Heathrow; therefore, the estuary airport is unlikely to result in a significant net gain of jobs just a relocation of where they are based. However, as the table above shows, if we invest in, and make better use of, our regional airports we could potentially see some further 162,000 job opportunities shared across a region which would be delivered in a shorter timescale.

Lydd Airport, near Ashford in Kent, is awaiting the decision of a Public Inquiry to permit a runway and terminal extension that would allow it to accommodate up to 2 mppa. With improved connections to the high speed international station at Ashford, the airport would be within an hour's travel time of London.

The Stobart Group has invested significantly in Southend Airport with a new terminal with integrated rail station providing rail connectivity to London in under an hour. A modest runway extension will allow the airport to accommodate up to 2 mppa and a major low-cost carrier has already relocated services from Stansted to Southend in time for the 2012 Olympics.

Birmingham Airport is in a position to take an additional 3 mppa immediately and a further 32 mppa in the medium term following the completion of a modest runway extension, for which planning consent has already been granted. Once the initial phase of HS2 between London and the West Midlands has been completed, the airport will be within 38 minutes of the capital, making it an increasingly realistic alternative to Heathrow and Gatwick for air passengers travelling to and from the South East. The completion of the High Speed 2 network would also link up with Manchester (whose own airport could handle 50 million passengers a year by 2050) and Leeds.

Stansted is also operating under capacity by 17 mppa and could therefore meet some of the demand without any need for further development. And with either a relocated or realigned runway, Luton could increase its capacity to 31 mppa.

²⁶ Institute of Civil Engineers, ICE Thames Hub Airport Debate, Monday 23 April 2012, One Great George Street

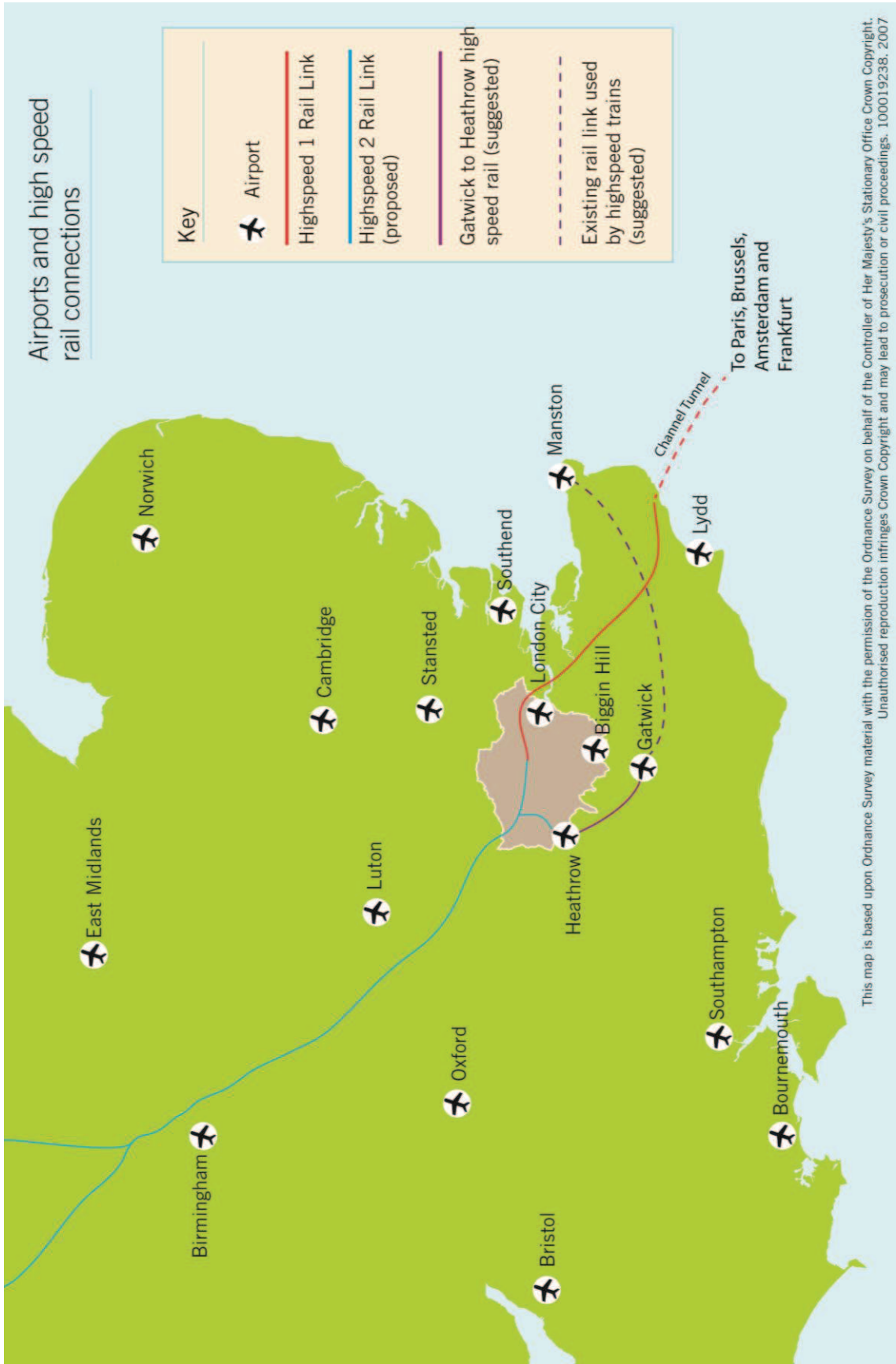


Figure 1 – Map of airports serving the South of England and high speed rail and train links

Agenda Item 7

4.3 Capacity growth at Gatwick

The potential for Gatwick and Heathrow to complement each other as connected airports can only be realised if a second runway is provided at Gatwick when the present moratorium on planning expires in 2019. Capacity growth at Gatwick represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would be overflowed by arriving and departing aircraft, the relatively good rail and road access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London.

Currently expansion at Heathrow has been ruled out across all political parties. However, at the beginning of March in an open letter to the Sunday Telegraph, seventy business leaders, MPs and trade unionists called on the Government to re-open the debate about building a third runway at Heathrow, suggesting that it should not be excluded from the current review and forthcoming consultation. Following this, Sir Richard Branson announced a willingness to invest £5bn in expansion at Heathrow should the decision on the third runway be reversed. It is necessary for the Government to reconsider its position, including Heathrow when assessing options in its forthcoming consultation, and listen to the requirements of the UK's businesses when deciding on a way forward.

5 Recommendations to Government

To conclude, Kent County Council commends the following recommendations to Government to facilitate **Bold Steps for Aviation**:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

The Government is also urged to deliver an aviation strategy that is clear, answers all questions and obtains cross-party support. This is the only way to ensure that the issues are properly resolved, the UK remains competitive and that any plans for aviation development are future-proofed against changes in Government.

This page is intentionally left blank

Paul Carter
Leader
Kent County Council
County Hall
Maidstone
Kent
Me14 1XQ

Email: cllr.j.davison@sevenoaks.gov.uk

Date: 2nd July 2012

Dear Paul,

BOLD STEPS FOR AVIATION: DISCUSSION DOCUMENT (KCC)

Thank you for your letter of 25 May 2012 regarding 'Bold Steps for Aviation'. It is noted that the document is identified as a discussion paper. However, little detail is provided in the document or covering letter on consultation arrangements and no indication is given of whether there is any scope for the document to be amended in the light of the views of other stakeholders. Sevenoaks District Council (SDC) seeks clarification on this point. It is noted that the document sets out very clear recommendations to Government. This appears to be premature in a discussion paper on which KCC is inviting views from stakeholders and communities.

SDC recently responded to the consultation on the Gatwick Airport Masterplan. It noted that the airport plays a key role in the South East economy but identified the Council's primary concerns as being the impact that growth of passenger throughput will have on noise levels and annoyance in the southern part of Sevenoaks District, near Edenbridge, and the impact of more passengers travelling by car to the airport from Kent. The SDC response also suggested that a full assessment of all options to increase capacity for international travel in the South East should be undertaken to ensure that the most socially and environmentally acceptable option is progressed. It was suggested that this assessment needs to be undertaken by Government and should inform a National Planning Statement, following consultation.

SDC believes that it is premature for Kent County Council to identify the development of a second runway at Gatwick as part of its preferred option, prior to a detailed assessment of the impacts of all of the reasonable options. Given that the document identifies that a further runway at Heathrow is a potential option (section 4.1), SDC would like to understand why KCC has chosen to express its support for expansion of Gatwick over this in its recommendations. Nevertheless SDC welcomes the suggestion that options at Heathrow should not be ruled out at this stage.

Agenda Item 7

Notwithstanding the social and environmental issues, in developing proposals for increasing runway capacity in the south east it will be necessary to consider the willingness of the airlines, especially long haul carriers and those which may continue to develop to serve emerging markets, to predominately operate out of any airport other than Heathrow. The assertion on p9 of the 'Bold Steps for Aviation' document that it has been 'shown that nine of the ten major airlines currently based at Heathrow do not want to move' gives an indication of what a significant issue this may prove to be. Whether operators would be willing to locate at Gatwick, even with a high speed rail connection to Heathrow, is an issue that is not addressed in the document.

SDC supports improved rail connections between Tonbridge and Gatwick (via Edenbridge) and has recently endorsed 'The Future of Rail in the South East: A Joint Vision Statement', produced by the Gatwick Airport Operator. The proposal for improved connections between Ashford and Gatwick using existing lines, as set out in section 4.2.1 and figure 1 (which shows the connection continuing to Manston), are therefore supported subject to stops at Tonbridge and Edenbridge being included in the proposals. Given this desire to see rail access to Gatwick improved, the existing and forecast overcrowding on trains operating on the Brighton Mainline (identified in the Sussex RUS) and the congestion that is regularly experienced on the M25 (including between junctions 5 and 7), SDC questions KCC's assertion that road and rail access to Gatwick is good (p17).

Yours sincerely

Jill Davison
Deputy Leader and Portfolio Holder for Planning and Improvement



Cllr J Davison
Deputy Leader
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1GN

County Hall
Maidstone
Kent ME14 1XQ
Fax: (01622) 694085
Tel: (01622) 694310
e-mail: paul.carter@kent.gov.uk

09 July 2012

Dear

Kent County Council Discussion Document – Bold Steps for Aviation

I refer to your letter of 2 July 2012. To answer the first point you raise, the Council will be considering all the responses we receive to our discussion document in formulating our final position on Bold Steps for Aviation. This final position will then be used as the basis of our response to the Government's forthcoming consultation on a Sustainable Framework for Aviation expected later this month. There is therefore scope for change to the document in light of responses made. I would apologise if our covering letter did not adequately make this clear.

You specifically ask why Bold Steps for Aviation proposes expansion at Gatwick over expansion at Heathrow. Our view is that capacity growth at Gatwick (post 2019) represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would be over-flown by arriving and departing aircraft, the relatively good rail and road access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London. As you note however, we do not rule out expansion at Heathrow in the longer term.

In deriving our position on aviation, Kent County Council has to consider the wider picture in terms of environmental, social and economic issues for the county as a whole. With any major infrastructure investment, be it road, rail or air related, we must ensure that appropriate environmental safeguards are put in place to limit the impacts as far as possible. Kent County Council fully acknowledges that there will be negative impacts from whatever option is pursued to solve the air capacity issues of the South East, but in developing its position it must weigh up the overall benefits and disbenefits for the county as a whole.

We appreciate the point you make regarding which airport the airlines want to operate from as opposed to which ones have capacity for them to do so. As you will be fully aware, Gatwick is a highly desirable airport for a host of airlines to operate from and we feel with our proposal of an airside Heathrow-Gatwick high speed rail link, Gatwick will continue to increase its attraction for the major airlines.

I note SDC's support for improved rail connections between Ashford, Tonbridge and Gatwick. As you point out in your correspondence there are areas where both the road and rail network providing access to Gatwick need capacity improvements. Our view is that in comparison to the majority of users of a new estuary hub airport having to travel through and around London and the infrastructure needed to ensure that this is achieved in a commodious way, the relative improvements required for high quality access to Gatwick are much more achievable.

As mentioned above, I will include your letter as part of the response to *Bold Steps for Aviation* so it can help refine our position in preparation for the Government's aviation consultation this summer. This ensures we are well placed to weigh up the overall benefits or otherwise from potential options, enabling us to seek the best possible outcomes for the county as a whole.

Thank you for taking the time to inform me of your views on this matter.

Yours sincerely,



Paul Carter
Leader of Kent County Council

ENVIRONMENT SELECT COMMITTEE - 4 SEPTEMBER 2012

LOCAL LISTING OF BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST

Report of the: Community and Planning Services Director

Status: For Information

Executive Summary: To review the feasibility of a producing a List of Locally Listed Buildings

This report supports the Key Aim of the Green and Healthy Environment theme of the Community Plan

Portfolio Holder Cllr. Mrs. J. Davison

Head of Service Group Manager Planning - Alan Dyer

Recommendation: That Environment Select Committee note the report.

Background

- 1 This report seeks to advise Members on the current feasibility of preparing a Local List of Buildings of Architectural or Historic Interest.

Introduction & Policy Background

- 2 Until the introduction of the adopted Sevenoaks Core Strategy in February 2011, there was no formal requirement for the District Council to produce a list of locally buildings. The Core Strategy states in paragraph 5.1.2., that *"The Council aims to produce a List of Buildings of Local Architecture or Historic Interest during the Core Strategy period, to be adopted as a Supplementary Planning Document"*.
3. The Core Strategy period runs from 2011 to 2026. Therefore the Council aims to produce the list by 2026.
4. The National Planning Policy Framework (NPPF) does not specifically refer to locally listed buildings. However such buildings would be classed as a Heritage Asset if a local list was created. Existing buildings of architectural or historic interest not currently listed are afforded some recognition as non designated heritage assets, which is a material consideration in assessing planning applications under the NPPF.

Agenda Item 8

Preparation of a Local List

4. There is no statutory basis for producing a List of Locally Listed Buildings but many Local Planning Authorities have produced such a list. English Heritage recommends their use as a tool in heritage protection. In addition unless an unlisted building is within the boundary of a Conservation Area there is no statutory protection from demolition, with the exception of dwellings, where a prior notification procedure applies. The Council then have the option to make an Article 4 Direction to prevent demolition.

5. The Council has at different times considered and started on the production of a Local List, even though there was no statutory requirement or development plan policy requiring their provision. The work has been carried out intermittently in the past. In 2001, over a thousand local buildings were initially picked up from historical records and by officers as potential candidates needing further work. The last work on producing a Local List was stopped in 2007 due to budgetary cut backs. There is also some old historical information available. The following sets out the existing sources available to the Council for possible candidates for a List of Buildings of Local Architectural or Historic Interest in Sevenoaks District:
 - a. Old Grade III buildings not upgraded post 1970, when Grade III was abolished;
 - b. Unlisted buildings in Conservation Areas. Identified as 'contributing to character' in Appraisals and CAMPs;
 - c. Buildings identified by a Consultant employed during the period 2005-2007, covering the parishes of Sevenoaks Town, Leigh, Penshurst, Riverhead and Dunton Green;
 - d. Buildings identified and noted by current and past Conservation Officers during the normal course of their work;
 - e. Buildings recommended by six Parish Councils following a letter sent in May 2011 by the outgoing chair of Environment Select Committee to all the Parish Council's not surveyed 2005-2007.

6. In May 2012, English Heritage produced a Best Practice Guide for Local Heritage Listings. It is aimed to assist Local Planning Authorities in the preparation and management of a local list. Should this Council wish to draw up a List of Local Architectural or Historic Interest, it should be carried out in accordance with this latest guidance. The criteria to be used in assessing buildings for inclusion in a Local List is based on age and integrity, historic and architectural interest, with particular local emphasis. All candidate buildings would need to be considered against these criteria and consistency applied across the District. Such candidate buildings might reasonably include structures such as war memorials, horse troughs, milestones, or

road signs.

7. So whilst it appears that the Council has a wealth of information on this matter, this needs some further explanation as to the current position of the Council on these matters and the extent of further works needed.
8. *a) Old Grade III Listed Buildings* – These buildings would need to be resurveyed, photographed, recorded and assessed against the new English Heritage guidance. It is possible in the past 40 years, that a number of buildings may have even been demolished or altered to such an extent that they no longer hold any architectural or historic interest.
9. *b) Contributing to character buildings on Conservation Area* - Resurvey buildings to ensure still worthy of retention. The majority of these should still be worthy candidates subject to meeting the new English Heritage guidance. However, in reality their planning status and weight will not significantly change between being within a Conservation Area or being on a Local List.
10. *c) 2005-07 consultants survey of Sevenoaks, Leigh, Penshurst, Dunton Green & Riverhead.* Reassess with the buildings identified against the new English Heritage guidance to ensure consistency across the board. Resurvey buildings to ensure worthy of retention. The cost of the surveys carried out by the consultant back in 2006 was between £4,000 to £6,000 per parish.
11. *d) These form a body of work dating from 2001.*
12. *e) Parish Council assistance* – In May 2011 the outgoing Chair of Environment Select Committee wrote to the remaining 25 Parish & Town Councils not covered by the 2005-07 surveys to invite suggestions for buildings to be included in the list and provide details of the building. Only 6 Parish or Town Council's responded to this request and the level of information provided differs. These buildings would still need to be investigated. In addition, there still remain 19 Parish & Town Council areas that need to be fully surveyed.
13. Once the survey work has been carried out, quality checking of the buildings and a consistence of approach still needs to be carried out as well. Then a Supplementary Planning Document will need to be produced, policies drawn up, public consultations carried out, representations responded to and the SPD progressed through the committee and cabinet, prior to the SPD being adopted.

Key Implications

14. Our District has a rich tapestry of 41 conservation areas and over 1,500 local buildings. The extent of high quality local buildings of architectural or historic merit is

Agenda Item 8

just as great and our initial estimates indicate that the number of potential local listed buildings would number around 1500, if not more.

15. Whilst the Council has quite an extensive records on potential local buildings, the level of information provided, the date when collated and extent of coverage vary tremendously, which leaves rather a mishmash of records of varying quality. Add in the recent guidance from English Heritage and the need to meet best practice, all existing buildings and records would need to be resurveyed and reassessed. This would involve an extensive amount of work, time and resources beyond those currently available to the Conservation function.

Staffing

16. The Council currently has one full time Conservation Officer, who is engaged in providing advice formally on Listed Building and planning applications, providing pre application advice and guidance on listed buildings, as well continuing the review of the existing Conservation Area Appraisals.
17. There is no spare capacity for the Conservation Officer to carry out work towards a local list, even if work on the up and coming reviews of Conservation Area Appraisal and Management Plans were put on hold, given the magnitude of the work involved.
18. The nature of the work requires a suitably qualified and experienced person to be engaged full time on the project.

Financial

19. There is currently no identified budget, resources or staffing within the Conservation function to carry out such a project. Members may recall within the past two years, the number of conservation officers has been reduced and the conservation consultants' budget deleted due to budgetary cut backs.
20. The cost of the just the survey work of the 5 town and parishes done on 2006 was between £4,000 to £6,000 per parish. Given there are further 25 parishes, the cost to survey these based on 2006 figures would be over £100,000.
21. Whilst 6 of the 25 parishes have assisted in identifying a number of buildings that could be added, surveys of these buildings would still be required. There are still 19 parishes that did not reply to the request and would need to be fully surveyed.
22. I have not sought current costs from potential consultants at this stage, but I consider that the cost to produce such a local list by an external consultant, given our rich heritage would be likely to exceed £100,000.

Conclusions

23. Whilst it would certainly be desirable to commence work on the production of a local list in the near future, the Conservation function does not have the funds, resources or staffing capacity to carry out such an extensive project at this point in time.
24. The aim is produce a local list during the plan period up to 2026. In the current budgetary situation, there is no likelihood of substantial additional funding being available in the next few years to support this project. Therefore in the medium term, discussions surrounding the Conservation function budget should aim to identify funds, resources or staffing to help achieve this worthy project.

Sources of Information

English Heritage Best Practice Guide for Local Heritage Listing 2012

National Planning Policy Framework 2012

Sevenoaks Core Strategy 2011

Contact Officer(s): Aaron Hill/ Nicole Twort

**KRISTEN PATERSON
COMMUNITY AND PLANNING SERVICES DIRECTOR**

This page is intentionally left blank

ENVIRONMENT SELECT COMMITTEE - 4 SEPTEMBER 2012

CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN EDENBRIDGE

Report of the: Community and Planning Services Director

Also considered by: Cabinet

Status: For Decision

Executive Summary: To review Conservation Area and Management Plan for Edenbridge Conservation Area.

This report supports the Key Aim of the Green and Healthy Environment theme of the Community Plan

Portfolio Holder Cllr. Mrs. J. Davison

Head of Service Group Manager Planning, Alan Dyer

Recommendation: That the Environment Select Committee comment on Edenbridge draft Conservation Area Appraisal and Management Plan, attached as Appendix B (Appraisal & Management Plan) of this report, and recommend to Cabinet that the Plan be adopted as informal planning guidance.

Background

1. This report seeks Members support for a new Conservation Area Appraisal and Management Plan for Edenbridge. This new plan has been prepared to meet our local Best Value performance requirements and as part of background work which will contribute to the Local Development Framework (LDF).
2. Large scale maps of the area will be displayed in the Committee Room before the meeting, showing the extent of the existing Conservation Area and the proposed revised Conservation Area.
3. People in the District place a high value on the quality of its landscape, historic character and open spaces according to the Sevenoaks District Sustainable Community Plan. The views expressed through consultations on the Plans are influencing the emerging policies in the Local Development Framework and the Community Plan themes to maintain and enhance a high quality landscape and built environment.

Agenda Item 9

4. Priority is given to protect the historic character of towns and villages and encourage quality design that respects the scale and design of existing developments. These new plans will help to achieve these priorities. Sevenoaks is the only District in Kent to have all forty one of its conservation areas covered by Appraisals. These are currently being updated over the coming years to take account of revised boundaries and policy and developmental changes.

Introduction

5. The Planning (Listed Buildings & Conservation Areas) Act 1990 imposes a duty on local authorities to designate as conservation areas any 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Clear and concise appraisals of the character of conservation areas provide a sound basis for their designation and management and will inform local development documents (LDDs), and provide a framework for the control of development. Conservation Area Appraisals and Management Plans can be used to inform future policy and guide all involved in the planning, design and development of specific conservation areas.
6. The Council adopted and published its first tranche of conservation area appraisals from 2000 to 2003. They assessed character and made some suggestions about future policy, including revised conservation area boundaries. These appraisals have been used by development control officers and included in land charge searches since that time. This new document will replace the Edenbridge Conservation Area Appraisal. Relevant elements of the original appraisal are retained in the new conservation area appraisal and management plans.

Conservation Area Boundary Review

7. It is proposed to alter the extent of the Edenbridge Conservation Area in six areas, which include both enlarging the Conservation Area, as well as omitting some areas from the Conservation Area. These changes are listed on page 7 of the appraisal. The proposed alterations to the extent of the conservation area are considered appropriate as part of this study.

Conservation Area Management

8. The management of the historic environment depends on three things:
 - sound core principles;
 - clear adopted policies, based on those principles;
 - the quality of decisions and actions that stem from these policies.

9. The key aims of the draft Appraisal and Management Plans are to: -
- raise awareness of the importance and value of the local heritage;
 - identify distinctive built form character areas within the conservation area; including buildings, structures and features;
 - identify distinctive public realm character within the conservation area and provide guidance and establish key actions to preserve and enhance the public realm;
 - outline the key statutory requirements in respect of development within the conservation area and provide guidance and set out actions to secure the proper and effective application of these requirements;
 - propose the implementation of management procedures to co-ordinate the delivery of new works and maintenance works within the public realm.
11. When adopted as informal planning guidance these Appraisal and Management Plans will be a material consideration in the determination of development proposals.

Procedure

12. There is no statutory duty to consult when preparing appraisals or management plans but public consultation has been carried out with key stakeholders, such as the Town Council, local residents and businesses, local ward councillors. The plan has been amended in response to these consultations. The key points of results of the consultation are attached in Appendix A.

Options

13. The Council has a statutory duty to both designate and review Conservation Areas and to produce Appraisals and Management Plans.

Key Implications

Financial

14. The production of this Appraisal and Management Plan is accommodated within existing budgets.
15. The cost of printing and map production has been allowed for in existing budgets.

Agenda Item 9

Legal, Human Rights

16. The council has a statutory duty under the provisions of section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate and review conservation areas and is now required to produce appraisals and management plans for each area.

Resource (non-financial)

17. No specific resource implications arising from the content of this report.
18. When reviewing Conservation Area Appraisals or producing management plans it is important that the implications are fully understood. There are implications for owners of buildings and land in conservation areas, and for local authorities who must take their resource limitations into account when designating boundaries and producing plans.

Sustainability

19. The Conservation Area Appraisal and Management Plan is consistent with the LDF Core Strategy which has been the subject of a statutory Sustainability Appraisal.

Risk Assessment Statement

20. Conservation areas are a statutory land designation, which will be identified in the emerging LDF. Section 20 of the Planning and Compulsory Purchase Act 2004 requires that the documents should be up to date and sound. It is considered that the preparation of Conservation Area Appraisals and Management Plans will satisfy the test for soundness required under the Act.

Conclusions

21. The Council has a statutory duty under the provisions of section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate and review conservation areas and is now required to produce appraisals and management plans for each of our areas. This plan will help the local community, developers, local authorities and development professions engage in the conservation and enhancement of the local historic environment and secure the long term viability of this conservation area as an important heritage asset.

Sources of Information:

National Planning Policy Framework 2012

Sevenoaks Core Strategy 2011

Conservation Principles – English Heritage 2008

Guidance on Conservation Area Appraisals – English Heritage 2006

Sevenoaks District Local Plan 2000

Conservation Area Appraisals – English Heritage 1997

“Planning for People” Statement of
Community Involvement

Contact Officer(s): Aaron Hill/ Nicole Twort

**KRISTEN PATERSON
COMMUNITY AND PLANNING SERVICES DIRECTOR**

Agenda Item 9

Appendix A: Edenbridge Conservation Area Appraisal and Management Plan - Consultation Results

Response received from:	Comment:
Cllr Mrs J Davison	Various comments/ factual corrections incorporated
Edenbridge Town Council	Objects to the inclusion of the Market car park <i>SDC response- It is considered to be appropriate for this land to be included as it is bounded on three sides by the existing Conservation Area and there are historic boundary walls worthy of retention</i>
DC Chair and Vice-Chair and Local Members: Cllrs R Davison ,Mrs Dawson, Orridge, and Scholey	No comments received
Aaron Hill, DC Team Manager	Comments incorporated
Hannah Godden Head of Planning Policy	Various policy updates and corrections incorporated
Kristen Patterson, internal, Community & Planning Services Director	No comments
Alan Dyer, internal policy manager	No comments
Public consultation	No comments received

Edenbridge

DRAFT

Conservation Area Appraisal And Management Plan



PLANNING GUIDANCE 2012

Edenbridge

DRAFT Conservation Area Appraisal and Management Plan

The historic environment is a social asset of immense value and one of the keys to the continuing prosperity of Sevenoaks District. Conservation Area Appraisals are part of the process of ensuring that we make the best use of our historic environment. They are tools for the positive management of change, not a means of preventing development. Conservation is focused on the entire historic environment, not just listed buildings. Trees, open spaces, buildings, uses and streets all contribute to the character and local distinctiveness of the District's conservation areas.

The built environment of our conservation areas has used energy and materials moulded by people both past and present. The District Council will creatively manage the fabric of these areas in a sustainable way as a legacy for future generations.

It is intended that this appraisal and management plan will inform the activities of the Council, the public and other bodies where these affect the conservation area. This Appraisal was approved by the District Council in 2012 and adopted as Supplementary Planning Document.

Sevenoaks District Council is not liable for any loss or damage, however sustained, by others arising from reliance on the contents of this document. This document must not be reproduced in whole or in part without the prior written permission from the Council.

© Sevenoaks District Council

Published by Sevenoaks District Council
Community & Planning Services
Conservation Team
Council Offices
Argyle Road
Sevenoaks
Kent TN13 1HG

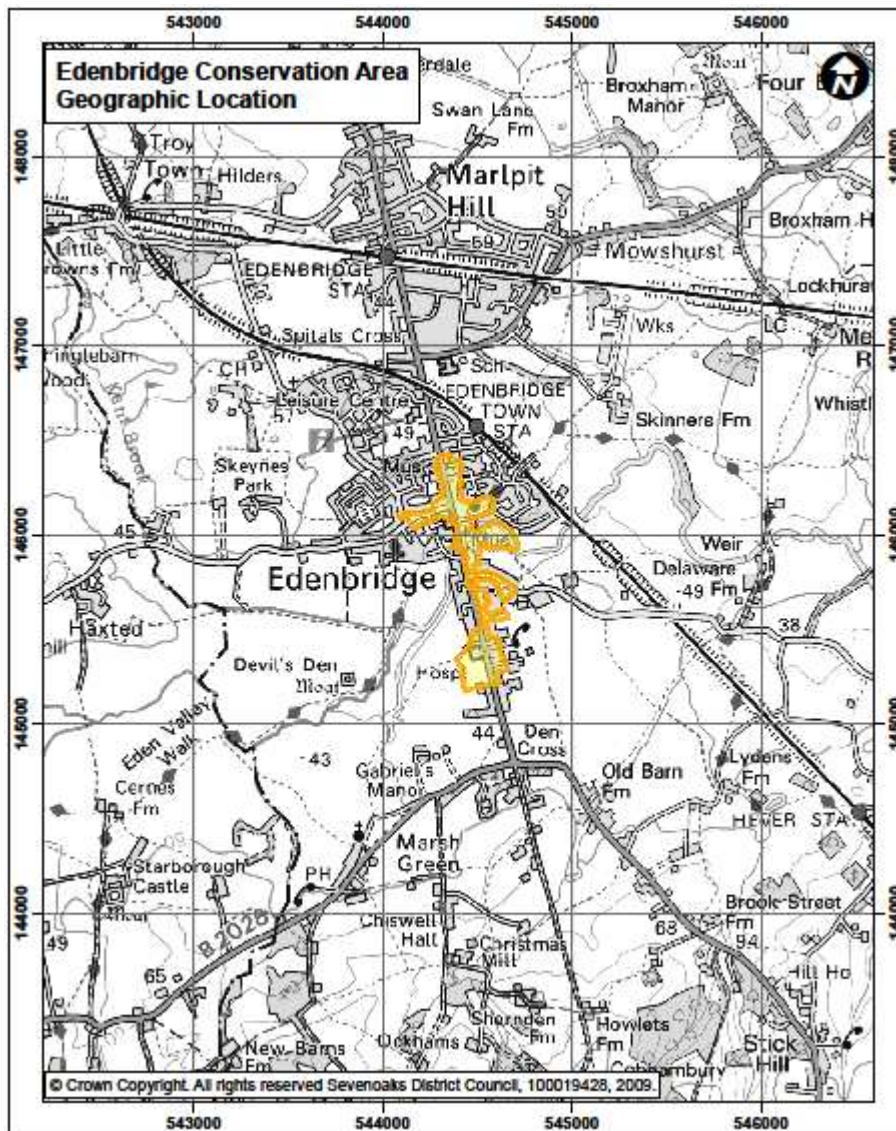
Tel: 01732 227000

Fax: 01732 451332

Website: www.sevenoaks.gov.uk

Email: policy.environment@sevenoaks.gov.uk

Contents:	page
1.0 INTRODUCTION	7
1.1 Definition and Purpose of Conservation Areas	9
1.2 The Benefits of Being in a Conservation Area	11
1.3 Purpose of Appraisals and Management Plans	12
1.4 Key Purposes of the Plan	12
2.0 Location, general description and geographical context <i>(including proposed additions)</i>	14
3.0 GUIDANCE AND POLICIES	17
3.1 National Guidance	17
3.2 Local Planning Policy	17
3.3 The South East Plan 2009	18
3.4 Buildings Contributing to Character	19
3.5 Additional Controls within Conservation Areas	20
3.6 Demolition	22
3.7 Trees	22
3.8 Unauthorised Work	23
3.9 Maintenance and Repairs	23
3.10 Boundary Treatments	23
3.11 Listed Buildings	24
4.0 Historical Development and Archaeological Significance	24
5.0 Views, Setting and Topography	29
6.0 Trees and Natural Features	31
7.0 Architectural Description	32
8.0 Character Appraisal	38
8.1. High Street - north	38
8.2 Lingfield Road	44
8.3 The Limes	46
8.4 Church Street	46
8.5 High Street - south	50
8.6 Hever Road	54
8.7 Mill Hill	55



location map

9.0	Negative Features	58
10.0	Key Issues	60
11.0	Article 4 (2) Directions	61
12.0	MANAGEMENT	62
12.1	Current and Future Pressures on the Area	63
12.2	The Need for Contextual Design	64
12.3	Scale	65
12.4	Extensions to existing buildings	65
12.5	Repairs	65
12.6	Windows	66
12.7	Streetscape and Public Realm	66
12.8	Surface Materials	67
12.9	Street furniture	67
12.10	Sustainable design	67
12.11	Pride and Identity	68



1. Colourful and characteristic interpretation board

13.0	Acknowledgement	69
14.0	Bibliography	70
15.0	English Heritage guidance - Unlisted buildings in a conservation area	71
16.0	Maps	71



2. Historic ~Listed Chapel - now a community centre



3/4. Water is important to the character of the Conservation Area

1.0 INTRODUCTION

This document replaces the Edenbridge Conservation Area Appraisal which was produced in March 2001 by Sevenoaks District Council in collaboration with Edenbridge Town Council. Local authorities are required by law to preserve or enhance their conservation areas and part of that process is to regularly review their conservation areas and produce Conservation Area Appraisals and Management Plans. These explain what is important about the area and what improvements are needed.

This Appraisal and Management Plan follows the broad format suggested by English Heritage in its 2006 documents Guidance on Conservation Area Appraisals and Management Plans. The Appraisal draws heavily on the original document.

This report considers various amendments and these are in bold italic text and underlined. Therefore please note that any underlined text will be amended prior to publication.

The boundary has been assessed for possible alteration .

Six amendments are proposed:

1. Around Croft Lane in the north of the Conservation Area, It is proposed to change the boundary to follow the backs of the houses from numbers 11 to 27. There has been some redevelopment around this area and the modern buildings do not warrant inclusion;

2. It is also suggested that the area between Katherine Road and Victoria Road is extended to the River Eden. No.s 1-9 Katherine Road and 1-6 Victoria Road are of historic merit and views towards and from the river are important to the setting of the Conservation Area (images 6, 8, 9 and 10);

3. Nos. 1-3 Mill Hill should be omitted from the Conservation Area as these are modern undistinguished buildings;

4, at the back of Lingfield Road to include a characteristic old stable block at the rear of 29 and

5, the Market yard is in itself an historic space and could benefit from being included in the Conservation Area. Any proposed enhancement plans for the space would then have a tighter set of criteria with which any new proposals would need to comply. Although this area was significantly altered in the 1990s, its close proximity to the High Street and position adjacent to the church yard, mean that development here would inevitably affect the overall character and setting of the Conservation Area.

6. Where the Inner Relief Road (IRR) intersects with Lingfield Road at 10 and 12, a small triangle of conservation area boundary needs to be redrawn where it now stands out into the road.



5. 1-6 Victoria Road



6.. 7 & 8 Lingfield Road



7. Historic Market Place

The omission of any particular feature or building from this document does not imply that it is of no significance in the Conservation Area.

1.1. Definition and Purpose of Conservation Areas

Conservation Areas first came into being as a result of the Civic Amenities Act of 1967 and are intended to identify any valuable visual or historic characteristics in a locality that may warrant special measures in order to protect and preserve them.

The Planning (Listed Building and Conservation Areas) Act of 1990 recognises that there are particular areas of 'architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' and charges planning authorities with a duty to designate any such locations within their jurisdiction as conservation areas. This designation then empowers the local authority to pay particular attention to planning considerations and development within them and gives greater control over such matters as demolition, landscaping and trees, and the display of advertisements.

Designation also raises the awareness of local residents and businesses to the quality of their surroundings and is intended to encourage an active interest in the care and maintenance of their properties and surrounding land, thereby fostering a sense of communal pride.



8. 1-9 Katherine Road



9/10. views of the river and of new riverbank housing: area for inclusion

It has been recognised that designation, because of the responsibilities and obligations it places on both owners and the local authority, should only be imposed on areas that are demonstrably suitable. Where the criteria have been met, the area should then benefit from the additional control and protection that designation confers, and from official recognition of the special architectural and historic character of the locality. The management of our national cultural and historic inheritance is of paramount importance and conservation areas are vital grass roots starting points from which to safeguard the continuing care of our environment.

1.2 The Benefits of Being in a Conservation Area

The historic environment is of particular importance for tourism and leisure. In addition, maintaining the appearance of a conservation area and the character of the groups of buildings and the public areas within it will often sustain or enhance the value of individual properties. Conservation can also play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions which will encourage further investment.

The principles of conservation management planning, that managing any historic place should be based on understanding it and assessing its significance and values, are now accepted as applying to historic areas as much as to historic buildings.



11. Katherine Road looking towards High Street; historic character important (narrow alley, historic houses)

1.3 Purpose of Appraisals and Management Plans

As their number grows, it has become even more important for local authorities to include a well-defined and considered policy for designated conservation areas in their development plans. Development pressures are such that any designation is likely to be subjected to detailed scrutiny and must be readily and demonstrably defensible against adverse criticism. The criteria for designation should be kept as uniform as possible and the public should be kept fully aware of the reasons for any proposed changes in their area.

The 1990 Act charges local authorities with the responsibility of undertaking a review of their conservation areas from time to time, both to consider the possibility of revising their extent, and to identify any past changes or future pressures which may affect the original reasons for their designation.

English Heritage published an advisory leaflet on appraisals in 1997 and more detailed guidance on both appraisals and management plans in 2006. This guidance outlines the preferred approach to these plans and gives examples of the type of content that it would be useful to include.

The principal purpose of this Appraisal is to provide a firm basis upon which proposals for development within the Conservation Area can be assessed, through defining those key elements that contribute to the special historic and architectural character and which should be preserved. It supplements and provides clarity to saved policies contained in the Local Plan and the LDF Core Strategy, primarily those relating to demolition and development within conservation areas and should be read in conjunction with the Plan. It will therefore be a key document in maintaining character and promoting appropriate, sensitive proposals in the Conservation Area.

The appraisal and management plan define the key elements that together give the area its character and objectively analyse how they interact to enhance their individual impact. They can then provide management suggestions for future policies and improvements based on a clear understanding of the special architectural and historic qualities that highlight the area and give it its local distinctiveness. These plans can also be used to assess the impact of planning policies and the implementation of enhancement measures.

The plan will help the District Council, development professionals (planners, architects, landscape architects, highway engineers etc) and the local community engage in the conservation and enhancement of the local historic environment and help secure the long-term viability of the Conservation Area as an important heritage asset.

1.4 The key purposes of this Plan are to:

- Review the boundaries of the conservation area and define the key characteristics and features which contribute to its special character or appearance and should be preserved or enhanced;
- Provide a basis for making sustainable community based planning decisions about the future of the conservation area;

- Raise awareness of the importance and value of the local heritage;
- Record those principal elements that detract from the character or appearance of the conservation area;
- Identify distinctive built form and character within the conservation area;
- Identify opportunities for enhancement to be delivered through accompanying management plans or other initiatives;
- Inform key agencies, societies and residents whose activities impact on the conservation area and maximise the investment in the preservation and enhancement of the conservation area to the benefit of the social and economic quality of life;
- Provide guidance and set out objectives to preserve and enhance the buildings, structures and features;
- Identify distinctive public realm character within the conservation area, provide guidance, and establish key actions to preserve and enhance the public realm;
- Protect and maintain biodiversity;
- Outline the key statutory requirements in respect of development within the conservation area; provide guidance and set out actions to secure the proper and effective application of these requirements;
- Propose the implementation of management procedures to co-ordinate the delivery of new works and maintenance works within the public realm.

As an adopted Conservation Area Appraisal, the plan will be a material consideration in the determination of development proposals.



12. Characteristic and prominent listed buildings

2.0 Location, geographical context and general description.

Edenbridge is a small country town of some 8000 inhabitants, situated on a bend of the river Eden as it flows east to join the Medway near Tonbridge. The river valley lies between the hills of the greensand ridge to the north and the wooded slopes of the High Weald Area of Outstanding Natural Beauty to the south.

The town serves as the shopping and commercial centre for a number of surrounding outlying villages and is connected via the B2026 to Westerham and the B2026 and B269 to Limpsfield. Southwards, Edenbridge is linked to Tunbridge Wells and East Grinstead via the B2026 and the A264. It lies close to the south west borders of Kent with Surrey and East Sussex. Sevenoaks lies to the north east. An inner relief road was opened to traffic in 2004. This road has removed much traffic from the centre. It passes by the town centre starting from Stangrove Park and rejoining the B2026 just south of the bridge. A new bridge over the river had previously been constructed as part of the redevelopment of the nearby Tannery site. Subsequent to the opening of the inner relief road, footway improvements and traffic calming measures have been introduced in the High Street by the highway Authority..

There are two railway lines running through the town, each with their own station, although neither is on a main line. They provide links to Redhill and Tonbridge and London via Oxted. London is 26 miles by road and less than an hour by train, making the town a popular centre for commuters. Bus services link the neighbouring towns and villages.



13. Windmill House

Edenbridge Town Council, which manages local affairs has offices in one of the most distinctive historic buildings in the Conservation Area. This complex of historic buildings also contains a local museum. Some of the historic buildings in the Area have been converted to other uses and are open to the public. Honours Mill, for example, is now the headquarters of a yachting holiday company. .

Edenbridge Conservation Area is centred on the historic High Street and runs from just south of Stangrove Road in the north, extending almost to the extremities of the built confines of the town to the south of the River Eden. It covers 19 hectares and includes over 50 listed buildings, mainly situated in the High Street. Amongst the most important historic properties are the Old Crown Inn, the Church of Saint Peter and Saint Paul and Tanyard House.

Parts of Lingfield Road to the west are included within the Conservation Area as is the southern part of Hever Road and a considerable length of river frontage and the open land to the south on the eastern side. The area to the west of the bridge includes a section of riverside walk. Land to the rear of properties fronting High Street at this point, and backing onto the river have recently been developed with new housing. In the south, Blossoms Park on the west side of Mill Hill is included, with its skate park and other recreational facilities, as important to the setting of the Conservation Area as a whole.

The Area was designated because of its concentration of listed buildings and to protect the form of the original settlement which contains such a high number of important buildings surviving from earlier centuries. The High Street is part of a Roman Road and as such is quite unusual. The removal of large quantities of traffic from this historically sensitive area onto the inner relief road is welcomed. In historic areas, the presence of high quantities of traffic is a negative feature and this has now been minimised in the historic core of Edenbridge.

The buildings are mainly commercial and residential, with few of the industrialised areas being included, although the hospital falls within the boundary. The Conservation Area contains a section of High Street which has been designated as primary retail frontage where only class A1 uses will normally be permitted on the ground floor of the premises, under EB2 of Sevenoaks District Local Plan adopted in 2000.

The development of the former tannery site (the Coop supermarket), which lies between the relief road and the High Street, is seen as an important economic boost for Edenbridge. Parts of the site are unfortunately quite stark with a lack of mature landscaping.

Edenbridge Town Forum produced a Village Design Statement, adopted as Supplementary Planning Guidance by the District Council in July 1998. This document highlights the need for attention to sympathetic design detail and the incorporation of carefully considered landscaping schemes when considering new development in and around the town. Other issues such as roads and traffic, street furniture and public footpaths are also discussed. The document has been of value in preparing this Appraisal.

The Conservation Area has a variety of building types although the main ones are retail outlets and residential properties. The High Street has the majority of the retail use, interposed with an occasional domestic property, while the area south of the bridge is mainly residential, with the exception of the hospital and some small retail or storage premises.



14. Characteristic glimpse of 'mews' type development off High Street

3.0 GUIDANCE AND POLICIES

3.1 National Guidance

Government advice concerning conservation areas and historic buildings is set out in the National Planning Policy Framework 2012 and the Planning Practice Guide to PPS 5.

The NPPF states (para. 126) that ‘local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment’ and that (para. 127) ‘when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.’

Further advice about conservation areas including the production of management proposals, has been produced by English Heritage (2006). The South East Plan policies also provide the general strategic policy context.

3.2. Local Planning Policy

The Local Plan for Sevenoaks is the Core Strategy, which was adopted in February 2011. This document forms a key part of the Local Development Framework (LDF) for the district, a suite of planning policy documents that will set out the strategy, policies and proposals for the future shape of Sevenoaks.

Policy SP1 (Design of New Development and Conservation) of the Core Strategy states as follows:

‘ Design of New Development and Conservation.

All new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated. Account should be taken of guidance adopted by the Council in the form of Kent Design, local Character Area Assessments, Conservation Area Appraisals and Management Plans, Village Design Statements and Parish Plans. In rural areas account should be taken of guidance in the Countryside Assessment and AONB Management Plans.

In areas where the local environment lacks positive features new development should contribute to an improvement in the quality of the environment.

New development should create safe, inclusive and attractive environments that meet the needs of users, incorporate principles of sustainable development and maintain and enhance biodiversity.

The District’s heritage assets and their settings, including listed buildings, conservation areas, archaeological remains, ancient monuments, historic parks and gardens, historic buildings, landscapes and outstanding views will be protected and enhanced.’

As an adopted planning document the Appraisal and Management Plan will be a key material consideration in the determination of development proposals during this transitional period.

The Sevenoaks District Local Plan 2000

This Plan includes the following saved policy relating to conservation areas:

EN23 Proposals for development or redevelopment within or affecting Conservation Areas should be of positive architectural benefit by paying special attention to the desirability of preserving or enhancing the character or appearance of the area and of its setting. The design of new buildings and alterations to existing buildings should respect local character, whilst the treatment of external spaces including hard and soft landscaping, boundary walls, street furniture and signs should be compatible with and enhance the appearance of the area.

3.3 The South East Plan 2009

NOTE: Regional Spatial Strategies, such as the South East Plan, are in the process of being abolished, and therefore it is likely that the following policy will be deleted in the near future.

Policy BE6 remains extant, which indicates that:

When developing and implementing plans and strategies, local authorities and other bodies will adopt policies and support proposals which protect, conserve and, where appropriate, enhance the historic environment and the contribution it makes to local and regional distinctiveness and sense of place. The region's internationally and nationally designated historic assets should receive the highest level of protection. Proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate use should be encouraged.



15. Characteristic historic area just off High Street (rear of 51)



16 . Good open space, characteristic set back and tree in front of police station

3.4 Buildings which make a positive contribution to the character or appearance of the conservation area

These are identified on the character appraisal plan at the end of this document. The criteria from English Heritage on which the selection was based, can be viewed at the end of this document.

The Planning (Listed Building and Conservation Areas) Act, 1990 states in section 71 that Local Planning Authorities should undertake detailed assessments of conservation areas and prepare proposals for their preservation and enhancement. Development proposals will be judged against their overall contribution to the enhancement of the character and appearance of the area as set out in any plan which may have been prepared. This assessment and the detailed analysis of the area contained in the report are intended to fulfil this requirement and provide the background for development and enhancement schemes.

This area has a rich townscape and an environment of high quality. This appraisal aims to ensure that this rich context is respected so that only design solutions of a high standard are introduced, allowing the West Kent area to continue to maintain its quality and status as one of the most desirable places in the south east.

There is a richness, variety, quality and history of townscape within this area that is special and a need to maintain and enhance the best of this quality is crucial. Context and quality design is vitally important in reinforcing the character of this area and this character must not be lost through undue pressure for poorly designed infill development or redevelopment of an unacceptable nature.

3.5 Additional Controls in a Conservation Area

Designation of a Conservation Area does not mean that changes cannot occur, but rather that any change should preserve or enhance the features which make up its special character. Controls are imposed which are additional to normal planning restrictions, in order to maintain the character and appearance of the area. The benefits of this and the maintenance of a high quality environment are perceived by most people who live and work in conservation areas as being worth the additional restrictions.

Additional controls within Conservation Areas are outlined here for information. However other planning controls may still apply and are not altered by conservation area status. For example, the size of an extension that may be built without the need to apply for planning permission is more restricted within a conservation area.

Any proposals should always be discussed with the Council at an early stage. Planning permission is likely to be required for the erection of any building or structure within the garden of the house, for example, a workshop, pavilion or greenhouse.

Cladding of the exterior of a residential property with stone, artificial stone, timber, plastic or tiles will require submission of a planning application. Any enlargement of a house by way of alteration or additions to the roof, e.g. a dormer window, will require a planning permission.



17. Rear view of the fine listed Church House High Street

Any extension or alteration to other commercial premises or residential flats, which materially affects the external appearance of the building, will require a planning application to be made. This is particularly important within conservation areas, where even small alterations can materially affect the character and appearance of the area. For instance, such alterations can include rendering brickwork, replacement of slates with concrete tiles, and replacement windows. The advice of the relevant development control team should be sought before carrying out any changes.

Any proposals for development should be checked with the relevant Development Control team of the District Council.



18. Riverside Walk by the Stone Bridge

3.6 Demolition

Conservation Area Consent is required for the **demolition** of any building within a conservation area, except the following:

- any building with a total cubic content not exceeding 115m³;
- any wall of fence (or substantial part) less than 1m high fronting onto the street or less than 2m high elsewhere.;
- any building subject to a formal order requiring demolition.

Planning officers are happy to give advice on whether planning permission is required for work within a Conservation Area. Please contact the Council's relevant development control area team.

3.7 Trees

Six weeks notice must be given to the Council before any work to a **tree** within a conservation area is carried out. The Council will then advise if it wishes to raise an objection and make a Tree Preservation Order. If a response is not received from the

Council within six weeks of the notice being given, work may go ahead. This requirement does not apply to trees which have a diameter less than 75mm (3") when measured at a height of 1.5m (4'11") above the ground and trees already covered by a Tree Preservation Order, in which case any works will require consent.

3.8 Unauthorised work

Sometimes, landowners and others carry out works without first obtaining any necessary consent from the District Council. The Council does have certain legal powers to deal with such situations, but can only take enforcement action if it is made aware of any alleged unauthorised works and thence after detailed investigation.

3.9 Maintenance and Repairs

The Council has a duty to pay special attention to the character or appearance of conservation areas, in exercising its planning powers. However, these powers are limited. The principal guardians of the character and appearance of the area are the residents and business people who live and work in the conservation area and who are responsible for maintaining their individual properties.

The character of conservation areas can be altered or lost through the use of inappropriate materials, not only on the buildings themselves but also on the ground, roads, and along boundaries. The introduction of features, such as street furniture, signs, lights, and hard surfacing, can change an area's character. In the conservation area few of the buildings are isolated. Even if they are detached they are part of a wider street scene, often of buildings of similar style and size. Altering the appearance, form or size of any one building can affect not only that building, but also the whole street. Unsympathetic replacement windows (particularly where the size of the openings are changed or inappropriate materials used) can alter the appearance of a building considerably. Where a number of different designs are used along a street, the rhythm and unity of its original appearance can be spoilt.

Painting or rendering over original brickwork is another alteration which can dramatically change a property's appearance and irreparably damage the street scene. As well as covering up attractive brickwork, it can obscure original architectural and brick detailing and requires regular redecoration to maintain an attractive appearance. In older buildings inappropriate paint or render can also trap moisture which may cause damage to walls. Many alterations to older properties using modern materials can upset the balance within these properties and can cause more costly problems, such as cracks, damp, or rot. Care should be taken with any alteration to an older building.

3.10 Boundary treatment

Boundary treatment, especially to the street, is an essential feature of any property. Original boundary walls, railings or hedges, should be retained wherever possible and every effort made to reinstate missing boundary treatments with a sympathetic replacement. The particular design and the materials used should take account of the character of the

property and the surrounding area. There are many mature hedges and attractive walls around the Conservation Area and these are an integral part of character.

3.11 Listed Buildings

Many historic buildings are listed by the Secretary of State for Culture, Media and Sport (as advised by English Heritage) because of their architectural and historic interest. The main purpose of listing a building is to ensure that care will be taken over decisions affecting its future, that alterations preserve historic fabric and respect the particular character and interest of the building.

If you live in or occupy a listed building, further guidance on the controls that apply is available from the District Council's Conservation Officer. When a building is listed, this covers the building both internally and externally and also any object or structure fixed to it. In addition any building or structure within the grounds or garden of the building which was extant in 1948 is also listed. Listed Building Consent is required for the demolition, extension or alteration of listed buildings in any way that affects its character as a building of special architectural or historic interest. You must get this consent from the District Council before any work is started. You may also require planning permission for the proposed works. The Development Control Area Team of the District Council will be able to advise you on this.

New gates, fences, walls, railings or other means of enclosure surrounding a listed building will require planning permission. Similarly most sheds, garages and greenhouses and other outbuildings will also require planning permission. The design of these should harmonise with the existing building and its setting.

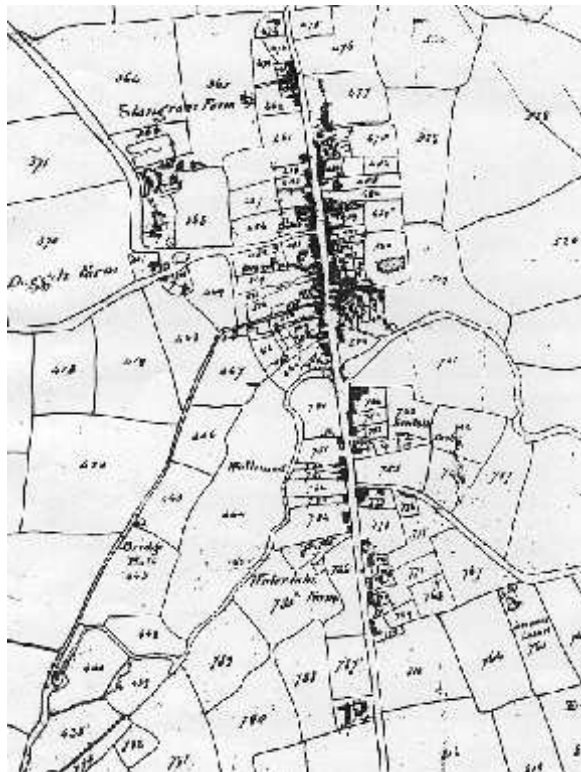


19. Fine open space just north of conservation area

4.0 Historical Development and archaeological significance

Originally part of the Manor of Westerham in the vale of Holmesdale, there has been a hamlet on the bend of the tributary of the Medway since at least the 10th Century. This area comprised of densely wooded forest and was very sparsely populated, the only inhabitants

at this time being pig farmers who kept their herds in the ‘dens’ or clearings among the oak woods whose acorns provided food for the swine.



Tythe Map of 1744

The forest had been penetrated in Roman times by a road running from London to Lewes that also gave access to the iron producing areas of the Weald and the agricultural areas of the South Downs. The existing High Street is in fact the old Roman Road, which is one of the most striking feature of the Town and the crossing point of the Eden dates from this era. The original wooden bridge, ‘Eadelmesbrege’ or Eadhem’s Bridge, gave the hamlet and later the river their names, and was replaced by a Tudor version in stone with five arches and, in 1834, by the single arched bridge that we see today. This was erected by the Great Stone Bridge Trust, which still exists as a local landowner and financier of worthy local projects.

After the Black Death in the 14th Century economic expansion in Edenbridge was steady during the 15th and 16th Centuries. The iron industry was an important factor in the growth of the village as many forges and foundries were situated locally and Edenbridge became the local market centre. The raising of livestock provided a useful by-product in the production of leather from surplus hides and supported the associated tanning industry.



20. A view towards the bridge from the south at the turn of the century

This time of plenty came to an end in the 17th and 18th Centuries when newer production methods caused the decline of the traditional local iron industry and farming proved less economic than previously as improved transport systems allowed areas further afield to compete for the profitable London markets.

Edenbridge declined in prosperity and popularity until the construction of the two new railway lines, in 1840 and 1847, brought an increase in the labouring population and led to the construction of country houses such as Stanholm and Fairfield.

The town continued to expand rapidly during the 19th and early 20th Centuries, and following the construction of two Greater London Council (GLC) overspill housing estates at Spitals Cross and Stangrove, industrial estates grew to service and support them.

Since the 1960's several historic buildings have been lost from the Conservation Area, either by decay, demolition or accident. One of the timber-framed buildings that stood between The Crown and no. 86 High Street was beyond repair, but its two neighbours were demolished to make way for the shops and square that occupies the Leathermarket today. At the southern end of the High Street, nos. 85-87 were lost when the river flooded in 1968.

At the other end of the High Street no. 27 (Boots) has been rebuilt on the site of an earlier timber-framed building, and no 58 has had most of its historic fabric removed in the course of restoration.

21 The Crown Hotel in the high Street in the early 1900s (on right) looking south. Also note characteristic and unusual tapering and Leathermarket site beyond





22. The High Street in late 1890s looking north from the junction with Church Street

5.0 Views, setting and topography

Views, setting and topography are important in the Edenbridge Conservation Area, and the dominance of the straight Roman road is very evident throughout the area.



23. Mill Hill

The landscape setting is also very important and characteristic (see below open space to the south-west of the High Street). Most of the land surrounding the town is within the Metropolitan Green Belt.



24. Open landscape to west around the River Eden

The area which it is proposed to add to the Conservation Area running down to the River by Victoria Cottages and Katherine Villas is important to the setting of the Conservation Area (see image 9).

The area of open land adjacent to Edenbridge Baptist Church, already included in the Conservation Area, is also important to the setting. Blossoms Park and its cricket ground is also important in maintaining the more open character of this southern section of the conservation area.(see paragraph 9).



25. Area of open land along the river bank, adjacent to Edenbridge Baptist Church

6.0 Trees and Natural Features

Trees contribute strongly to the special character of the Edenbridge Conservation Area. The trees throughout the Conservation Area are integral to the special interest.

Retaining mature trees and hedges is fundamental to preserving character. Trees in conservation areas are protected and their removal will only be permitted where it can be shown that there will be no loss of amenity by doing so.



26. Avenue of pollarded lime trees in the churchyard



27. Trees in Blossoms Park

Opportunities should be taken to plant new trees to add to the quality and attractiveness of the Conservation Area.

7.0 Architectural Description

Edenbridge Conservation Area exhibits a wealth of traditional Kentish vernacular architecture interspersed with typical Victorian and Edwardian villa developments. There are also plenty of examples of 20th Century infill, the architectural quality of which varies considerably.

The majority of the historic properties centred on the junction of High Street and Church Street are 15th or 16th Century timber-framed houses, which have been converted to shops or offices. Many have closely spaced timber studs with diagonal and curved bracing and white painted plastered infill. The first floors are typically jettied and cross wings have gable ends. Nos. 5 and 7 Church Street have external timber bracing from the first floor to eaves. Windows are generally small, with leaded lights, although occasionally timber sashes or square paved casements have been added.



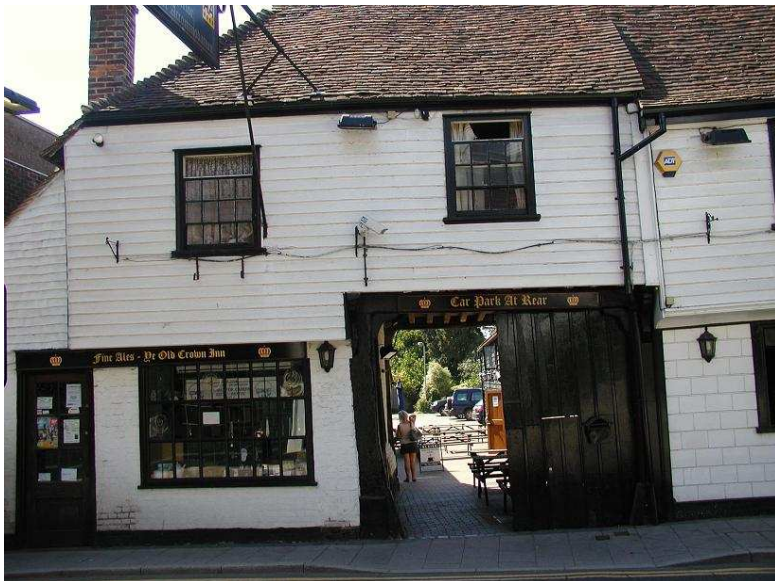
28. Typical Timber Framing to nos. 92 -94 High Street

On the ground floors of these buildings the timber frame has often been faced with brick, sometimes painted or rendered. Where the first floors have had cladding added, it is generally in the form of tile hanging, although some buildings are entirely refaced in brick with parapet gutters added. Where this has occurred it is sometimes difficult to recognise the historic origins of the property, so disguised have they become over the centuries. Good examples of these are Church House and Edenbridge House. Others of these buildings have been renovated to expose their medieval forms.



29. Edenbridge House - later additions hide an older timber framed structure

Another typical Kent building material, white painted weatherboarding is used to good effect on some buildings - The Crown Public House is a prominent example, and occasionally, first floor tile hanging has been painted white to give the same effect. Eden House has weatherboarding cut to resemble stone, and this, again, hides the earlier timber-framed structure.



30. White weatherboarding on the Crown Inn (note view through carriage gates)

Nineteenth century and later shop fronts have been added to many historic buildings, with varying degrees of sensitivity.

Roofs of the historic buildings are generally covered with hand-made clay tiles or natural slate according to their age and style. However, there are examples of Horsham stone slate, which was once a popular local material, although now no longer quarried.

The buildings are generally two storied, but the steep pitch of the tiled roofs allows the inclusion of dormer windows to utilise the attic spaces. These dormers are often later additions to early timber-framed houses, inserted after the intermediate floor was added. However, in Church Street there are two substantial Victorian buildings of special historic merit, which have three storeys and an attic, and in the High Street, there is a late 18th Century three-storied house with 19th Century additions and shop front.



31. Victorian exuberance on Nos. 2 - 4 Church Street

At the southern end of town are some classically proportioned substantial villas built in the early to mid 19th Century. Stanholm, Windmill House and White Court House are good examples of these slate roofed houses with partially rendered elevations and traditionally proportioned sash windows.

Later buildings of the Victorian and Edwardian era are usually of brick, with much decorative detail. The Baptist Church and houses in Hever Road and Lingfield Road are typical examples.

The clay tiling to roofs and walls is also used to good decorative effect. On the Presbytery to St. Lawrence’s Church, the front elevation is enlivened by a full height diamond pattern in the tiles, and the roof of the Mill House has fancy tile banding.



32. Decorative tiles on St. Lawrence’s Presbytery

Away from the centre of the High Street, in the mainly residential roads, there are some pleasant little terraces of brick built houses, which, although small, are carefully detailed and nicely proportioned. Some of the terraces have been painted or rendered and bay windows to the front elevations are popular.

The Church (directly below) and adjacent library (bottom - formerly the school) are built of sandstone and the Church has a timber shingled splay spire. Other ecclesiastical buildings include the Ebenezer Chapel of brick and weatherboarding, now converted to a community centre, and the modern Catholic Church of St. Lawrence, to the rear of the listed Presbytery.



33. *St Peter and St Paul church*



34. *The Library*

Modern infill is generally sympathetic in scale to the older buildings but the detail is not always in character. The series of shallow gables above the National Westminster Bank shows some awareness of traditional forms and proportions, but the flat roofed brick and concrete construction of the post war redevelopment in the Leathermarket does nothing to enhance the area. Some traditionally detailed shop fronts with stall risers, mullioned windows and moulded fascias remain and the District Council has affirmed their policy to encourage retention of these features where possible.



35. Nat West bank premises, High Street viewed from Lingfield Road

8.0 CHARACTER APPRAISAL

8.1. Edenbridge High Street is the main dominant feature in the Conservation Area.

This study splits the High Street in two and examines it firstly north of Hever Road and then secondly south of Hever Road.. Individual roads off the High Street are dealt with separately from north to south.

Number 2 High Street, directly opposite the entrance to Edenbridge County Primary School, has an attractive courtyard. Unfortunately it is spoilt by a concrete garage (see images below). The open area opposite this is also attractive (see image 13) with set back buildings and an abundance of greenery.



36.yard to no.2 High Street



37. the unattractive garage

As one enters the High Street from the north, the bustling atmosphere of the main shopping street is immediately evident.



38. The High Street from the north , with significant cedar tree

The section of the High Street, from Lingfield Road running north, does not have the concentration of listed buildings found further south, but there are several interesting historic properties, particularly on the west side and the streetscape is varied and bustling.



39 Unfortunate shopfront adjoining listed building



40. A more attractive and distinctive Victorian shopfront

The buildings are seldom large and imposing, but rather small scale and intimate. Side streets are narrow as are the pavements and shop frontages, and the varied rooflines and projecting bay windows serve to disguise the straight Roman line of the road. This portion of the High Street has a variety of buildings from different eras interposed with some back land development that has a charm and character of its own.

Behind the modern bank at no. 55 lies the market yard, still used for trading, and in a narrow alley adjacent to no. 51, a junk and curio shop displays its wares. A section of stone walling adjacent to no. 47 might have been part of the original enclosure to the market. On the opposite side there is a pleasant development of mews houses behind nos. 46-48, which serve as an example of how similar sites, such as those behind no. 58 and Lloyds Bank at no. 68 might be treated.



41. Portion of historic wall adjacent to No. 47



42. Fine set back and gap off north end of High Street (Catholic Church of St. Lawrence)

Towards the northern end of the Conservation Area a group of buildings dating from the 1930's and built of red brick in a restrained neo-classical style are clustered near a large conifer (see top photograph overleaf) which frames the view southwards and provides a visual stop when looking north which, together with the cedar and yew trees, makes a significant contribution to the character of the High Street. In this group are the Catholic Church of St. Lawrence and its exuberant presbytery, facing some undistinguished modern houses and the entrance drive to the primary school.



43. 11 High Street

The boundary of the Conservation Area is marked by the charming office building with its stained glass lantern (see above). Local builders Godwinns, who also erected nos. 2 & 4 Church Street for their own use, constructed this. The office is still occupied by the same firm estate agents for which it was built. The building is delightfully detailed, as seen in images 44 and 45 below.



44



45



46. Post Office 1930s style



47. Historic 1930s building opposite

On the other side of the road are a pair of 17th Century cottages (see below), now shops with later bow front ground floor windows, and a terrace of former houses only one of which remains unconverted into a retail outlet.



48. 18 and 20 High Street

In the main High Street some of the infill development of the 1960's does not respect the traditional form and plot size of the original buildings and thereby stand out as uncharacteristic and alien to the environment. Although historic pastiche is often best avoided, new development in conservation areas should be carefully detailed to ensure that it is enhancing the character and not detracting from its neighbours.

There are glimpses of back land development and this does add to the charm of this part of the Conservation Area.

The Boots building (No. 27) on the corner of Croft Lane is dull and the entrance to Croft Lane is quite uninteresting. The Conservation Area Boundary does not include this and it is proposed to cut the Boundary back to just include 21, 25 and 27.

49. Another attractive shopfront in the High Street



8.2. Lingfield Road is to the west side of the High Street.



50. Lingfield Road from High Street

The entrance is narrow and constricted between 66 and 68 High Street and this is a crucial part of its character as glimpsed from the High Street. It remains constricted until it reaches the inner relief road, then opens up to vistas up and down the well landscaped relief road.



51. *the inner relief road with its extensive landscaping*

West of the inner relief road, Lingfield Road has a distinct character of its own, centred around the triangle of grass at the junction with Crouch House Road. Here, the Old Pound House and its adjacent cottages look back towards the High Street past the trees on the green, which is flanked by a modest but attractive Victorian brick terrace.



**52. Lingfield Road
looking west from
number 21**

8.3. The Limes is a small cul-de-sac off Lingfield Road.



52/53 The Limes



50

The Limes has a low-key feel, with its un-made road, quaint appearance and informal feel. The small bungalows and houses add to this character. Unfortunately, several, have been replaced in recent years by larger building.

8.4. Church Street is off the east side of the High Street.

Church Street is quite narrow and this reflects its historic layout. This narrow width is an integral part of character. The buildings in this first section towards the Church are tightly knit and this is also part of the street's character. Opposite the Church, Church Street opens out. The Conservation Area Boundary runs along the middle of the road and none of the houses to the south are included in the Conservation Area.

Although they are outside the boundary, these houses set back along the south side of Church street are low- key and of an attractive and complimentary ' cottage' style. This is important to the character of the area.

Riverside is quite an interesting flat roofed post- war development. Whilst many might dislike the flat roofs, they at least ensure that the scale of the buildings is small and not intrusive to the Conservation Area.

The Church and its churchyard, with the adjoining library (formerly a church school) is an oasis of calm away from the busy High Street. Here also lies a memorial to M H Baillie Scott, a significant Arts and Crafts era architect, who designed many houses in the Sevenoaks area.



53.

View towards Church Street from Leathermarket

Moving south from Church Street, along High Street, the black and white character of buildings is evident (see image 27).

The Old Mill (immediate below left), old cobbles between numbers 92 and 94 (bottom left), the gap between 92 and 94 opposite (immediate below right) and the gap between 83 and the King and Queen Pub are distinguishing features of this part of the street (see images below).



54/55



56 important gap

The High Street narrows around 71 and 73. This feature is very characteristic. The photograph immediately below shows the striking collection of gables from 86 to 104 High Street (on the right beyond the narrow part of the High Street).

The view below this demonstrates the impact of the straight Roman road with the visual 'stop' of the dominant Cedar tree in the distance. Unfortunately the double yellow lines have too much prominence..



57 the intrusive and out of character Leathermarket



58 .prominent and distracting yellow lines

The Leathermarket redevelopment of the 1960s is a discordant element, and it is to be hoped that at some time in the future it will be replaced with something more in scale and character with the Conservation Area.

It is the preponderance of black and white, typically English, timber-framed buildings that is associated with the heart of Edenbridge (see below).



59. Note historic collection of black and white buildings and also some untidy road surfacing.

Surveying Edenbridge Central High Street, it is clear that important to character are the various attractive gaps and set backs just off the main High Street. These gaps give a strong historic indication and are often reminders of a previous historic layout They should not be infilled. In some instances rear yards have been developed with ‘ mews’ type housing.

An attractive area of open space around the Baptist Church is included in the Boundary. This open space undoubtedly makes a positive contribution to the character of the area. It provides an attractive setting. The open and rural qualities run straight into the urban and built up and this provides a fine juxtaposition.

At the southern end of the High Street, the bridge, river and open land beyond are an important part of the Edenbridge scene. The town grew up around the river crossing and water always adds a dimension of movement, light and sound to the landscape. The small landscaped space adjoining the splendid stone bridge and the river on the north side is a vital amenity asset to the town.



60. *The Great Stone bridge of 1834*



61/62. The historic Baptist Church with its fine

wrought iron gate



The roundabout at Mont St Aignan Way is quite stark and devoid of character. However, the limited amount of space available within the highway boundary means that planting here is not a realistic option. |



63. Roundabout at junction of High Street and Mont St Aignan Way

The houses south to Victoria Road provide an attractive and historic buffer. The narrow and historic alley which leads to Katherine Villas and Victoria Cottages is of historic interest. (see below and images 6 and 8).



64. The narrow alley leading to Katherine Villas

8.6. On the corner of Hever Road the pair of black and white timber-framed cottages with their curved bracing are particularly prominent, especially when contrasted with their modern neighbours.



65. Numbers 2 & 4 Hever Road

Hever Road has a more consistently nineteenth century historic character. This character has not been heavily compromised by wholesale destruction and front gardens being lost, although there are many UPVC windows in evidence.



66.. *These cottages in Hever Road have kept attractive front gardens*

Modern houses exist on the north side of Hever Road. These post-war houses are generally low, well spaced and set off the road, thereby reducing their visual impact.

At the junction of Hever Road and High Street, there is a visually strong historic terrace of houses which provides a “stop” to the view westwards when approaching from Hever Road.



67. Visual stop - 1-4 Mill Hill

Hever Road opens out at its eastern end and, beyond the trading estate, disperses into countryside.

As one leaves the centre of town in a southerly direction along Mill Hill, the sense of space and closeness to open countryside increases. It is here that the larger Victorian houses were built, standing in carefully planted, generously sized gardens and the now mature trees are an important feature of this area today. The older houses are only occasionally obscured by planting and hedging and it is generally the modern infill that has been tucked away behind protective walls and fences.



68. View along leafy Mill Hill



69. Windmill House

The area around the Hospital and Blossoms Park is particularly open and this provides a fine juxtaposition with other parts of the Conservation Area which are much more built up

and closely knit. These open spaces provide an attractive visual transition between town and country on the boundary of the Conservation Area.



70. Good gap and leafy path next to Hospital



71. Leafy Mill Hill



72. Blossoms Park

The houses in this part of the Conservation Area tend to be larger with more trees and hedging. Eden Villas are prominent on the south end of the Conservation Area. There are fine Victorian houses behind small picket fences and low brick walls on the edge of the road. The terrace was extended at the northern end in the 1920s with a pair of larger but also attractive houses.



73. Eden Villas



74. This 1930s cottage hospital is suitable in size and scale and of noted historic interest, by Mr H Read of Read and Macdonald, 1928-1931

9.0 Negative Features

In contrast to those examples that enhance the character of the Conservation Area, there are some parts where the potential has not been realised, or where the buildings, details or roads actually detract from the atmosphere.

Much of the existing signage including street signs are just standard units that display no special status for use in historic areas. This is poor. There are good examples from elsewhere, of the use of special and individual street furniture, road signage and yellow restricted parking lines (narrower and paler in colour than the standard lines) in historic Conservation Areas.



75/76 The Leathermarket. – the public open space) is an important and welcome contrast to the closed and tight nature of much of this area. However the 1960s building is undeniably out of character. Old photos (see image 20 on page 25) suggest that there always was a building on this line.

77 cluttered parking





78. This empty historic building in Mill Hill is very prominent and should be monitored



79. This standard sign is inappropriate



80. *This area just behind the High Street should be closely monitored. (there is planning permission for demolition and new flats)*

10.0 Key Issues

This Appraisal concludes that the most important issues which affect the special architectural and historic interest of Edenbridge Conservation Area. are:

- The importance of many historic gaps along the High Street;
- The visual dominance of the straight and ancient High Street and Mill Hill;
- Maintenance and replacement of inappropriate standard highway features. The use of modern and standard materials should be discouraged;
- Development and redevelopment sites currently vacant and awaiting the resumption of building work, and which detract from the visual character and economic vitality of the town centre.
- Loss of traditional details to unlisted buildings, such as timber windows and doors.

- An abundance of cheap low-quality replacement materials. These are perhaps less prevalent than it has been in previous years, although landlords and house owners wanting to make short term savings on maintenance and minor improvements to thermal efficiency still persist with these inappropriate changes, although these have been shown to be unsustainable



81. The straight Roman Road is a key characteristic.

11.0 Article 4 (2) Directions

Certain minor works can normally be carried out in Conservation Areas without the need for a planning application to the Local Authority. These are called permitted development rights, and are defined in the Town and Country Planning (General Permitted Development) Order 1995 and subsequent amendments. Within Conservation Areas, some of these permitted development rights may be withdrawn following a fairly straightforward procedure. This is an Article 4 (2) direction, which if introduced in Edenbridge would limit further erosion of the historic character. If this is agreed, a further detailed report on the preparation of such a direction would need to be prepared and considered.

Under Article 4 of the Order, a Local Authority may make directions to remove such rights if it feels that such development would be harmful to the character of an area. Where an Article 4 (2) direction is in force, you must get planning permission to undertake the works that it covers.

Planning consent had always been needed for any work in conservation areas involving “demolition”. Demolition had been interpreted nationally as including minor works such as removing traditional windows and replacing them with upvc. Local authorities were therefore able to use this need for consent to prevent such harmful development in conservation areas.



82. *Unsightly clutter of aerials facing the highway*



83. *Unsightly tilting UPVC windows*

12.0 MANAGEMENT

Historic buildings and places are a built environment resource in which everyone has an interest. Changes are inevitable but it is important to understand and then seek to sustain or enhance areas.

Clearly in an historic area possessing many important historical and architectural qualities, the overriding policy should be to preserve and enhance those qualities. However conservation area status is not intended to imply prohibition of development, and conservation area management is therefore largely the management of change, to ensure

that local distinctiveness and the special character of place are respected and responded to in a positive manner. Change is inevitable in the Edenbridge Conservation Area. The challenge is to manage change in ways that maintain and reinforce the area’s special qualities.

The built and natural heritage should be conserved and any new development should protect and enhance cherished assets of local architectural, cultural, and conservation importance and the character of the surrounding landscape. Local distinctiveness is an important part of character to be assessed both in the context of the whole conservation area, and the site and its immediate surroundings, when putting together any development proposal.



84. These smaller signs are more sympathetic to the Conservation Area.

12.1 Current and Future Pressures on the Area

Development pressure from developers and house owners/builders could lead to very detrimental changes (which appear at times very minor). Given the high degree of historic assets surviving within the conservation area any development is likely to impact on the character and appearance of the area. Very careful consideration of the fine grain and scale of the area is needed in any interventions. A thorough understanding of even small areas of potential development is essential in order to maintain the overall quality and authenticity of the historic core.

Increasing the strength of the linkages between the Edenbridge Conservation Area and the adjoining countryside would be positive. More and newer low-key information boards could be developed which encourage pedestrians to use footpaths.

Any new development should encourage high quality and innovative design that reflects local identity and distinctiveness and promotes healthy, safe and secure living and working environments. The design and layout must be informed by the wider context, having regard not just to the immediate neighbouring buildings but the townscape and landscape of the whole area. The pattern and pedestrian scale of existing local streets and spaces should help determine the character and identity of the new development. Pedestrian linkage and flow should be carefully considered in relation to existing patterns.



85. Striking mix of buildings comprising the character of the area.

12.2. The need for contextual design.

All development in the Conservation Area, must respond to its immediate environment and context, in terms of scale, density, form, materials and detailing. Applicants for planning permission must provide a "Design and Access Statement", to justify the design decisions that have been made as the scheme was developed and to show how proposed alterations relate to their context. Where appropriate long views of and from the site must be taken into account. Proposals which fail to respect the local contextual framework or the scale, height, proportion and materials of the local area will not normally be permitted.

The following are general principles that should be adopted for all development within the conservation area.

12.3 Scale.

Scale is the combination of a building's design, height and bulk when related to its surroundings. Proposals for new or replacement buildings must show how the new structure will relate to its context.

12.4 Extensions to existing buildings.

Proposed extensions must take into account the scale of the existing building and must not dominate or overwhelm the original. Extensions should respect the form and character of the original building and its locality and use high quality materials and detailing. For listed buildings this is particularly important. Design should be of high quality, whether modern or traditional. Rooflines, roof shape, eaves details, verge details and the creation of new chimneys are important considerations. Extensions should not dominate neighbouring properties, lead to an unacceptable loss of open space or result in the loss of historic plot boundaries.

12.5 Repairs

Repairs to existing historic structures must be undertaken sensitively to ensure that the appearance and condition of their fabric is not harmed. The regular maintenance of historic buildings can help to avoid the costly repair work required to rescue a building from dereliction. It is especially important to ensure that historic buildings are kept weather and water tight to prevent further deterioration and for this reason it is necessary to keep roofs in particular in a good state of repair.



86. The Great Stone Bridge is a key historic feature within the Conservation Area.

12.6 Windows

The commonest window types within the conservation area are single glazed white painted timber windows, in the form of vertical sliding sashes or simple casement windows.

Listed Building Consent is always required to alter the form of fenestration in listed buildings. Windows of traditional design, which are in keeping with the building they belong to and respect the historic nature of the Conservation Area, make a very important contribution to the character and appearance of the conservation area. Windows should normally be white painted.

Several of the buildings, would benefit from redecoration: new, more traditional windows; repairs and improvements to their exterior.

12.7 Streetscape and Public Realm

Regular liaison between traffic engineers and local authority planning and conservation officers would be constructive. The relationship between buildings and public realm in the Conservation Area is very important. There is a clear hierarchy of spaces informed by pedestrian routes, the character of the street, that is to say the width of the road, its surfacing material, positions of buildings relative to the carriageway and footway where these exist, and the functions and uses of the buildings in the town centre.

Best practice principles to be adopted as part of the design process for streetscape works within the conservation area include the following:



87. This large cedar tree is very dominant

12.8 Surface materials

These often form the foreground of the street scene. Quality in the design and construction of footways and street surfaces is vital to the character of the area:

- Relate ground surfaces to the local context.
- Keep paving simple and avoid discordant colours.
- Maintain and restore historic paving and detail such as kerbs and gulleys.

12.9 Street furniture

The finest historic **streetscapes** often have the minimum amount of street furniture sited carefully to reinforce an underlying sense of visual order:

- Retain historic street furniture, which reinforces local character; identify and remove superfluous or redundant items.
- Minimise signage and locate signs on existing bollards, lampposts or walls and buildings at the back edge of the pavement.
- Use a unifying dark colour for all street furniture items.
- Reduce guard rails to a minimum and use simple designs that relate to local character
- Avoid standardised lighting and choose the design and light source most appropriate for the area.
- If traffic-calming measures are required, they should be fitted sensitively into the street-scene as though they were part of the original character of the area.
- Adopt a minimalist approach. Any works should involve minimal visual interference with the established streetscape and respect the historic street layout.
- Limit road markings to those essential for highway safety.

12.10 Sustainable design

To encourage **sustainable development**, all new buildings should use products with a low environmental impact, including the use of locally sourced materials from sustainable resources. Where appropriate in a conservation area, new buildings should also include provisions for waste reduction, the re-use of materials and should be energy efficient, including the use of renewable energy systems.

Energy efficiency for the existing buildings within the conservation area could be improved by such measures as loft insulation and the provision of secondary glazing, subject to the views of the Council's conservation and building control officers.

The Council will seek to ensure that existing local facilities are retained and their viability maintained by facilitating further environmental improvements and high quality new development.

12.11 Pride and Identity

The traditional market town is a quintessential part of rural England and a vital part of the English economy. The pride and identity of Edenbridge Conservation Area faces a wide range of challenges including the economic, social and physical impact, the adverse effects of traffic on the area and erosion of environmental quality. In common with surrounding countryside, The Conservation Area will always change. This area's long history and rich historic fabric are assets which, if wisely used, can help to produce an agreeable and interesting built environment, economic prosperity and a sense of pride and identity.



88. Junction of Church Street and High Street - note characteristic cast iron bollards, new traditionally inspired finger post sign and good low-key signage.

13.0 Acknowledgements:

Ordnance Survey Extracts published under licence no: LA 076308 1998

Crown Copyright reserved

This Appraisal and Management Plan is based on work by Quatrefoil Consulting Ltd, revised and updated by SDC.

14.0 Bibliography:

Sevenoaks District Local Plan Adopted March 2000	Sevenoaks District Council
Development in the Historic Environment	English Heritage 1995
Conservation Area Appraisals	English Heritage 1997
Conservation Area Practice	English Heritage 1995 and 2006
Planning Policy Statement 5: Planning Practice Guide	Department for Communities and Local Government, 2010
National Planning Policy Framework	DCLG 2012
Kent History Illustrated	Frank W Jessup
Victorian and Edwardian Kent from Old Photographs	Marcus Crouch & Wyn Bergess
Arts and Crafts Architecture	Peter Davey
Highway Works in Conservation Sensitive Areas	Kent County Council 1993
Street Improvements in Historic Areas	English Heritage Guidance Note 1993
Kent Design Guide	Kent Design Initiative 2005
Edenbridge Village Design Guide	Edenbridge Town Council 1998

15.0 English Heritage guidance - Unlisted buildings in a conservation area

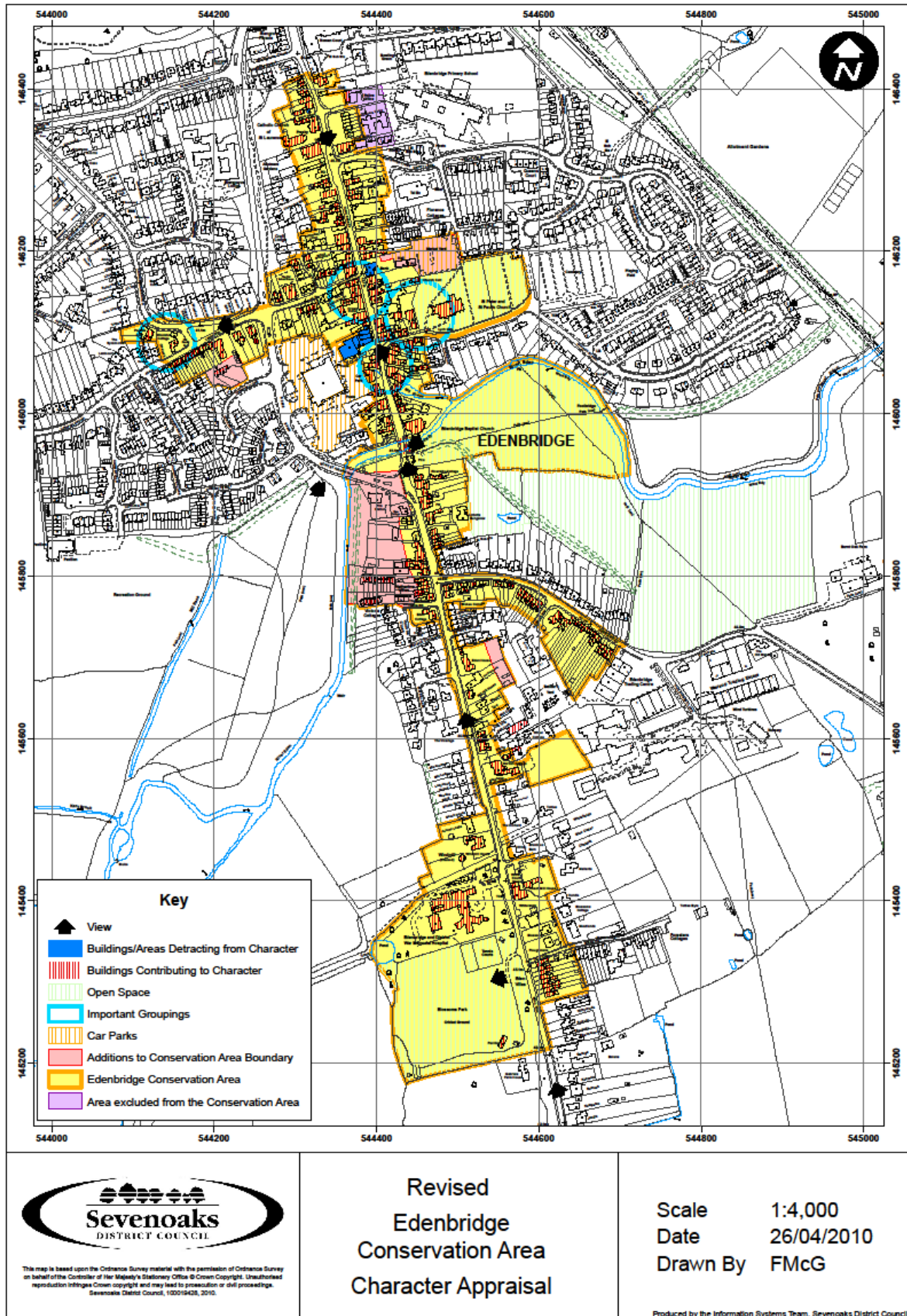
When considering the contribution made by unlisted buildings to the special architectural or historic interest of a conservation area, the following questions might be asked:

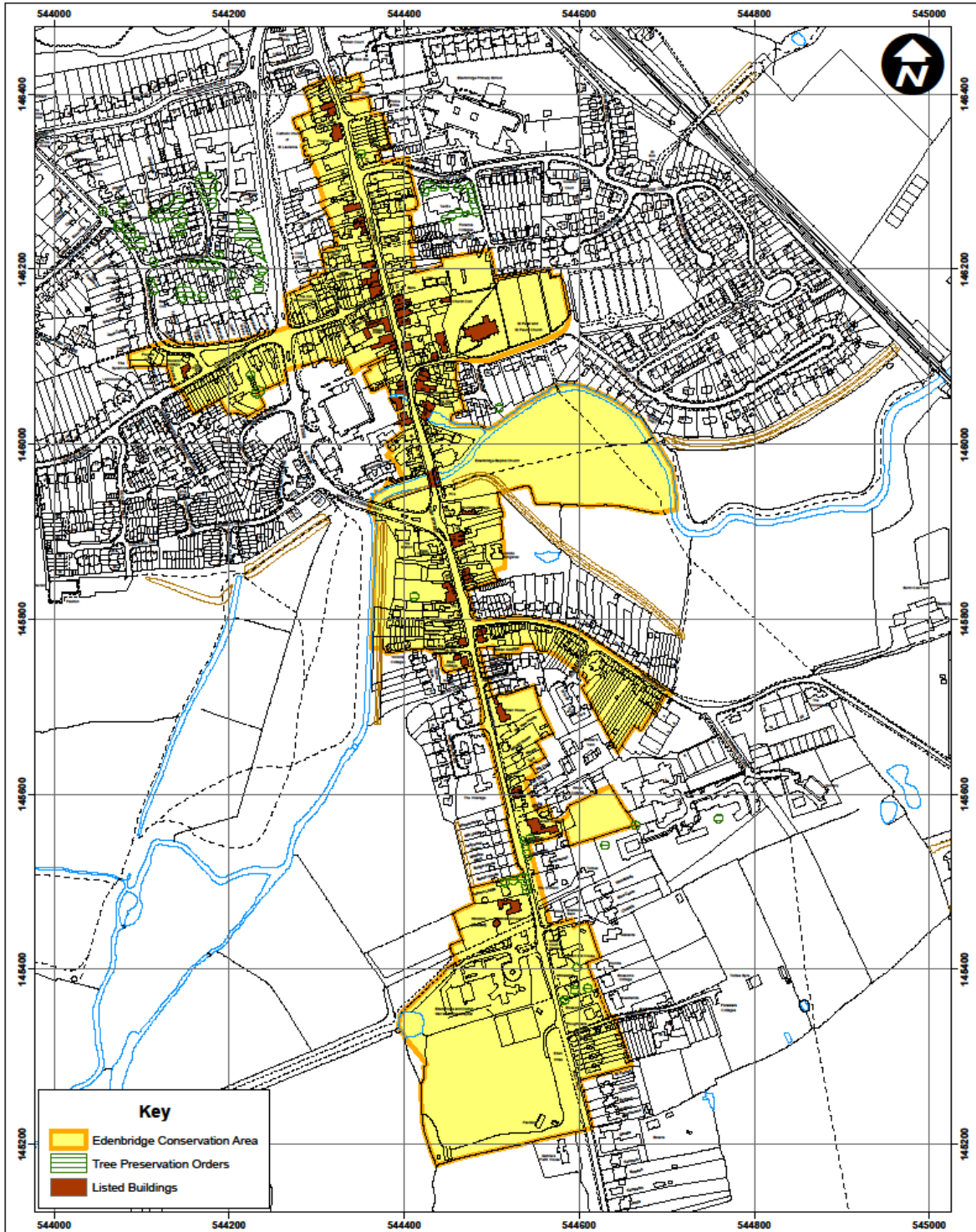
- Is the building the work of a particular architect of regional or local note?
- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?

In English Heritage's view, any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special interest of a conservation area, provided that its historic form and values have not been seriously eroded by unsympathetic alteration.

Guidance on conservation area appraisals – August 2005

16.0 Maps





This map is based upon the Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Sevenoaks District Council, 100019428, 2007.

High Street
Edenbridge
Conservation Area
Character Appraisal

Scale 1:4,000
Date 30/10/2009
Drawn By FMcG

Produced by the Information Systems Team, Sevenoaks District Council

This page is intentionally left blank

ALLOCATIONS AND DEVELOPMENT MANAGEMENT PLAN (ADMP)

ENVIRONMENT SELECT COMMITTEE 4 SEPTEMBER 2012

Report of the:	Deputy Chief Executive and Director of Community and Planning Services
Status:	For consideration
Key Decision:	Yes

Executive Summary:

This report provides an update on the Allocations and Development Management Plan (ADMP). The ADMP has been revised to ensure it is consistent with the principles and policies set out in the Government's new National Planning Policy Framework (NPPF, March 2012). Once the ADMP is adopted as a Development Plan Document (DPD), together with the Core Strategy, it will replace all of the remaining saved policies of the Sevenoaks District Local Plan.

The comments received on the supplementary site allocations consultations (March-May and June - August 2012) are also reported, together with the Council's response to these comments. Some of these comments raised issues that required further consideration and discussion with key parties, which is covered in this report.

The proposed allocation on one site (GSK, Powder Mill Lane, Leigh) is to be finalised in September, as the Council is awaiting feedback from a parish/resident working group that has been formed to assist in the detail of the allocation.

A pre-NPPF draft of the ADMP was previously considered by the Environment Select Committee and LDF Advisory Group in March 2012. The version that is now reported is called the Pre-Submission version, and this is the document which the Council would wish to see submitted for independent examination. A formal decision to publish this pre-submission version of the ADMP will be made through Cabinet and Full Council in the autumn.

The report is accompanied by a Green Belt Supplementary Planning Document (SPD) which provides additional interpretation of the Green Belt policies set out in the Allocations and Development Management Plan.

This report supports all the key aims of the Community Plan

Portfolio Holder Cllr. Mrs Davison

Head of Service Group Manager Planning – Mr Alan Dyer

Recommendation: That the revised Allocations and Development Management Plan is noted and supported and that the Plan be recommended to Cabinet and Full Council for

Agenda Item 10

pre-submission publication.

Reason for recommendation: To progress the publication and adoption of the Allocations and Development Management Plan.

Background

- 1 The Allocations and Development Management Plan (ADMP) contains proposals for the development of key sites and detailed development management policies which, in combination with Core Strategy policies, will provide the framework against which future development proposals will be assessed and determined. The ADMP is required to be consistent with the adopted Core Strategy and in general conformity with the National Planning Policy Framework (NPPF). Once the ADMP is adopted as a Development Plan Document (DPD), together with the Core Strategy, it will replace all of the remaining saved policies of the Sevenoaks District Local Plan. The draft document can be taken into account in determining planning applications, but is only afforded limited weight at this stage, until it has been externally examined and adopted. The document is provided at **Appendix A** and the related site allocations pro-forma at **Appendix B**. All appendices are available online and hard copies can be provided to Members on request.
- 2 Several consultation rounds have taken place on draft proposals for site allocations, development management policies and open space allocations. The most recent consultations focused on ten supplementary site allocations, which are referenced in further detail in this report:
 - January - March 2010 – Allocations (Options) consultation
 - May – August 2011 – Development Management Policies consultation
 - September – November 2011 – Open Space Allocations consultation
 - March – May 2012 – Supplementary Site Allocations consultation (10 sites)
 - June – August 2012 – Supplementary consultation on Broom Hill, Swanley
- 3 Reports on this document have been considered by Environment Select Committee in January 2012 and again in March 2012, which outlined that there were significant external factors that were affecting our ability to finalise the document, namely the awaited publication of the NPPF and issues with some potential site allocations. The NPPF was published on 27 March 2012 and it sets out the Government's planning policies and how these should be applied. It replaces all previous government planning guidance (which was previously in the form of PPS/PPG) and local planning policy is required to be consistent with this Framework.
- 4 The proposed timetable for adoption of this document is that the finalised DPD is to be submitted for Cabinet and Full Council approval in autumn 2012 with Pre-submission publication in winter 2012.

Date	Stage
Autumn 2012 ESC (4 September) LDFAG (3 October) Cabinet (11 October) Full Council (16 October)	Committee / Cabinet sign-off of pre-submission plan
Winter 2012	Pre-submission publication consultation Green Belt SPD consultation
January 2013	Submission
May 2013	Independent Hearing - 'Examination'
August 2013	Inspectors Report
October 2013	Adoption

Development Management Policies – Update

- 5 The Development Management policies have now been combined with the Site Allocations document, to produce the joint Allocations and Development Management Plan. The Development Management section of the document sets out the policies against which planning applications will be determined. All the policies have been reviewed to ensure consistency with the finalised National Planning Policy Framework (NPPF), including the presumption in favour of sustainable development and positive planning.

- 6 The key NPPF-related changes to the document are set out below:
 - A. Insertion within Policy SC1 (Presumption in favour of sustainable development) of model policy wording on sustainable development provided by the Planning Inspectorate and it currently appears to be mandatory for all DPDs to include this policy. The policy summarizes the key facets of the NPPF and it states that the Council will reflect the presumption in favour of sustainable development contained in the NPPF.

 - B. Changes to policies on re-use of playing fields (Policy SC6) and open space (Policy GI2) to reflect the criteria set out in the NPPF, namely, redevelopment of these assets only:
 - if it is surplus to requirements

Agenda Item 10

- the loss is mitigated by equivalent replacement provision
 - the development is for alternative sports/recreational use
- C. Green Belt Policy GB1 (Re-use of buildings within the Green Belt) has been revised to reflect the fact that the NPPF no longer gives priority to re-use in business or commercial use over residential. The only criteria in the NPPF related to re-use of buildings in the Green Belt, provided openness is maintained, is if they are of permanent and substantial construction. GB1 has therefore been updated to focus on these criteria.
- D. Additional policies in the Green Belt chapter to reflect the change in the NPPF whereby the proportionate extension/alteration/replacement of buildings (previously dwellings) is now not inappropriate development in the Green Belt. New Policy GB2 relates to extensions to non residential buildings in the green belt and new Policy GB3 relates to the replacement of non residential buildings in the green belt. Since the new approach covers a much wider range of potential proposals, from the extension or replacement of a small workshop to that of a very large scale warehouse, the Council does not consider that it would be appropriate to include a floor space figure to guide what is acceptable. These policies are therefore similar to the corresponding policies related to residential extensions/replacement in the Green Belt (H4 and H5) but are more design/impact led and do not include a floorspace limit figure.
- E. A Green Belt Supplementary Planning Document (SPD) has been prepared which provides additional interpretation of the Green Belt policies set out in the Allocations and Development Management Plan (see Appendix C). It covers new buildings and provides a local interpretation of NPPF Policy, which allows for limiting infilling in villages, provided it does not have an adverse impact on the openness of the Green Belt. The document also covers conversions, extensions, replacement dwellings, commercial development, agriculture, leisure, change of use and it provides design guidance and worked examples of how policies will be applied. This document will be reported back to committee for review, together with any consultation comments received, prior to its adoption.
- F. Green Belt boundary review – further representations have been received in relation to the land at Billings Hill Shaw, Hartley, requesting that this land be *included* in the Green Belt. The site and previous planning history have been reviewed and it is considered that there are exceptional circumstances in this instance, which relate to the character of the land, the rational boundary of the road and previous comments of the Local Plan Inspector and Council, which would warrant a change to the Green Belt boundary as proposed (see plan and written justification on P.30 of ADMP).
- G. The Housing chapter now includes reference to a Young Person's Unit in Sevenoaks, as requested by the Council's housing department. The supporting text states that the Council will work with partners and landowners to identify and bring forward a suitable site, well connected to the town centre. The supporting text also supports the provision of housing

to meets the needs of older people and those in special need of help or supervision.

- H. The Transport chapter now includes a new policy on the provision of electric vehicle charging points (Policy T3). The policy aims to encourage a shift to low emission vehicles by promoting a network of charging points in appropriate locations. In order to future-proof the policy, it takes a flexible approach, with the initial emphasis being on determining suitable locations rather than imposing a rigid standard.
- I. In relation to the previous Major Developed Sites (MDS), a designation which is no longer included within the NPPF, these have now been re-classified as Major Developed Employment Sites (MDES) in the Green Belt. The ADMP identifies these MDES in a new Policy EMP2 as important employment generating sites that differ in scale from other previously developed land in the Green Belt
- J. The draft policy on Out of Centre Retail (LC6) has been deleted, as the finalised NPPF now requires the location of new retail and leisure developments to be subject to a sequential test and permission to be refused where the application fails to satisfy the sequential test. Therefore there is no need to repeat this policy in the ADMP.

Site Allocations – Update

7 The Council undertook a supplementary consultation (March – May 2012) on ten proposed site allocations, nine of which were previously allocated for a different use within the draft document, and one of which is a new site. Neighbouring properties, local stakeholders, statutory consultees and the LDF mailing list were all sent copies of this consultation, which was also publicised on our website and by press release. The consultation on Broom Hill Swanley was extended for six weeks (June – August 2012), following feedback from local representatives. The sites are listed below, together with the number of consultation responses received. Further information on the comments received on each site, and the Council’s response to these comments is set out in the consultation statement at Appendix D.

Site Location	2010 Draft Allocation	Use Proposed in Consultation	Number of consultation comments
Bovis Manor House site, New Ash Green	Not included Current use - office	Residential	32
Currant Hill Allotments, Westerham	Allotments (with reference that any future development would require replacement allotments)	Residential, with allotment re-provision on adjacent site	16

Agenda Item 10

Station Approach, Edenbridge	Employment (builders merchants)	Mixed use – employment and residential	21
Leigh’s Builders Yard, Edenbridge	Employment (vacant builders yard)	Residential	10
GSK, Leigh	‘Major Developed Site’ (Vacant employment site)	Residential with limited retained employment	19
Warren Court Farm, Halstead	Employment (offices and workshops)	Residential (including Green Belt amendment)	10
Broom Hill, Swanley	Allocated for Employment and open space	Employment, open space and residential	46 (plus 19 from supplementary consultation)
United House, Swanley	Allocated for mixed-use– employment & residential	Residential	28
Land rear of Premier Inn, Swanley	Allocated for Residential	Employment site	6
West Kingsdown Industrial Estate	Allocated for Residential	Employment site	3

- 8 The main issues raised on the sites through the supplementary consultations are set out below

Bovis Manor House, New Ash Green

This is a site that was not included in the 2010 allocations consultation. It is currently in employment use, but Bovis have indicated that they wish to re-locate elsewhere in the district. The proposal that was subject to consultation was to allocate the Manor House site for residential development. The main issues raised in consultation were: concern regarding loss of employment space, impact on surrounding residential area, impact on infrastructure, particularly highways and parking issues, and concern over density. SDC has met with local stakeholders to explore whether an alternative form of development may be more acceptable and the allocation now incorporates the following revisions:

- Density reduced to better reflect density of surrounding housing (30 dwellings per ha, previously 50) and properties should reflect local building heights.
- Reference to Tree Preservation Orders on the site and that development should not result in the loss or harm to any of these trees.
- Highlighted that parking will need to be provided within the site.
- Note referencing the village covenant

Allocation of the site for employment was not considered appropriate since the site was not originally identified in the Council's Employment Land Review, SDC's updated employment land forecast (2011) suggests no growth is required in B1 office space and there are more sustainable office locations within the District. It is considered that a commercial site in this location is unlikely to attract a substantial office occupier. The option of mixed use development was discounted due to the limited size of the site and questionable viability of this proposal. The allocation of the site for a care home was considered too specific with limited evidence to support this use, although reference is made in the allocation that the site may be suitable for housing for older people – which will be further explored through the parish's neighbourhood planning process. The site allocation for New Ash Green village centre states that proposals should include employment development.

Current Hill Allotments, Westerham

The consultation set out the proposal to re-allocate the lower southern portion of the allotment site for a small residential development and to re-provide equivalent allotments on the land to the north of the existing site. The main issues raised in consultation were: concern regarding access to the site and the relocation of the allotments. The Town Council supports the allocation, but proposes some amendments in relation to phasing, map notations and that the development is subject to further consultation with the local community. SDC has amended the allocation to reflect Town Council comments and clarified that the access will be from London Road and not from Rysted Lane.

Station Approach, Edenbridge

The Council considers that a mixed use scheme is an appropriate and more efficient use of this site. The consultation proposed to re-designate the site for mixed use development, comprising employment and residential uses. The main issues raised in consultation were: concerns regarding access to the site and parking, impact on existing vegetation/wildlife, impact on existing infrastructure and amenity of future occupiers due to the proximity to the railway. The Town Council was supportive of the change of use of this site from employment to mixed use. SDC has amended the allocation to reflect comments regarding access.

Agenda Item 10

Leigh's Builders Yard, Edenbridge

This site gained outline planning permission on 13th April 2012 (reference SE/11/02929) for a mixed use development including 7 residential units. In light of the fact that permission has been granted and the principle established for residential redevelopment, in line with other allocations that have been granted planning permission (for example, Garden Cottages, Leigh, reference 12/01055/FUL), the site has been removed from the allocations document. Housing Policy H1 states that the Council supports the implementation of existing residential planning permissions that have been granted on sites within the District.

GSK, Powder Mills, Leigh

This site was previously designated as a 'Major Developed Site' (MDS) in the Sevenoaks District Local Plan (2000) and was carried forward in the Core Strategy (adopted February 2011). This designation was applied because of the built-up form of the commercial site, located in the Green Belt. GSK recently ceased their pharmaceutical operations and have closed the site. The Council commissioned independent consultants URS to consider the potential for re-use of the site in employment use. The report concluded that complete take-up of the site in employment use is very unlikely to be achievable or viable, and that residential redevelopment with the retention of a smaller portion of the site for employment would be the most sound option based on current and future employment trends. Therefore the consultation proposed to re-designate the site for residential-led mixed use development. The main issues raised in consultation were: remoteness (sustainability) of site, lack of/impact on local infrastructure including schools and highways, environmental impact, housing 'quota' already exceeded, flooding and construction. The Parish Council and local residents objected to the proposal and SDC is working with these local representatives to explore whether an alternative configuration of development may be more acceptable. The local stakeholder working group have not yet reported back at the time of finalising this report and therefore the allocation will be finalised in September.

Warren Court Farm, Halstead

The consultation proposed that this site be reallocated from employment to residential development, with a concurrent amendment of the green belt boundary to bring this site within the village envelope. The recommendation was based on the fact that the revised allocation would result in the regeneration of an existing poor quality commercial site without having an adverse impact upon the character and openness of the Green belt. The main issues raised in consultation were: concerns regarding loss of employment space, the need for improvement in footway access and support for a woodland buffer. The Parish Council stated a preference for the retention of the employment land or provision of affordable housing for local people.

The site was identified in the Employment Land Review (2009) as the last remaining poor quality site and SDC's recent (2011) employment forecast suggests a reduction in need for light industrial B1c and no growth in B1 offices. Retaining the existing poor quality employment site in the green belt with an allocation to expand is not considered appropriate and therefore the proposed allocation is for residential development, with remediation and environmental improvements, including a woodland buffer. The environmental improvement area has been incorporated into the site boundary to facilitate management and maintenance and therefore the site capacity has been amended to 15 dwellings to reflect a modification in the boundary.

In relation to exceptions sites for affordable housing, a local needs assessment and site selection process would need to be undertaken and therefore the site cannot be allocated for this use. Existing uses on the site mean that there are likely to be viability issues in terms of whether this site would be promoted as an exceptions site solely for affordable housing.

Broom Hill, Swanley

The site was allocated for employment use in the Sevenoaks District Local Plan (2000) and this was carried through into the Core Strategy (2011) as a strategic allocation. The site is 8.1ha, but only 4.1ha of the site is required to be developed for employment purposes. The consultation sought to consider what other uses are appropriate on the remainder of the site (4ha). The consultation proposed to designate the site for mixed use development, comprising employment (4.1ha), open space and residential. The main issues raised in consultation were: concerns regarding the housing proposals in terms of impact on amenity and congestion on Beechenlea Lane (and wider highways network), loss of open space / habitat / wildlife on Broom Hill, pollution and buffer zone to M25. The Town Council and local residents objected to the proposal, primarily in relation to the residential element of the proposals. SDC met with local representatives to discuss the proposals and understand the strength of local opposition, in relation to the issues as set out above. On balance, and taking account of community views, particularly in relation to the loss of open space, which provides a visual break in development, habitat and a buffer between the existing residential development and the proposed employment space/M25, the residential element has been removed from the site allocation. The western side of site will be allocated as protected open space (natural/semi-natural land) and the employment allocation (4.1ha) will be retained on the eastern side of the site.

The former nursery has not been included in the allocation, as it is not of the same environmental quality as the adjacent open space, and also there is no vehicular means of access to the site.

Agenda Item 10

The consultation period on this site was extended (June –August 2012) to fully consult with affected residents and stakeholders and to allow for additional comments. SDC staff discussed options with Swanley Town Council and presented proposals at a residents' association meeting in July 2012.

United House, Swanley

The site capacity has been increased to 250 units as a result of the boundary amendment, the proposal to allocate the site purely for residential (rather than mixed use) and works/evidence presented by the owner to show how key constraints have been overcome. Therefore the proposal is to designate the site as a residential allocation with increased capacity. The main issues raised in consultation were: concerns regarding infrastructure capacity, density, loss of employment and impact on adjacent employment use, runoff and drainage, access and impact on wildlife.

Regarding the loss of an employment site, the owners have provided marketing evidence to suggest there would be little interest in re-use of the site. The site lacks a visible frontage, has limited access and contains an out-of-date facility which would need to be refurbished /redeveloped. The existing owners intend to relocate their business within Swanley.

Kent Highways Services have not raised a concern regarding transport impacts and access to this site. The allocation notes that the design, layout and orientation of the scheme is important in ensuring a satisfactory relationship with the adjacent commercial use, and that parking, landscaping and open space may be used to provide a buffer

SDC has discussed the site with the Town Council and has included references in the allocation that the site is suitable for a range of housing types, including family housing and that consideration should be given to the most suitable mix of affordable housing, including shared ownership and housing specifically designed for older people.

Land rear of Premier Inn, Swanley

The 2010 consultation proposed the allocation of the former Déjà vu site and employment area to the rear for a residential development. Since this consultation, a Premier Inn hotel and Beefeater restaurant have been built on the site of the former Déjà vu nightclub and therefore this area has been removed from the allocation. The recent consultation proposed that the remainder of the site be protected as an existing employment site. The Town Council and local stakeholders were supportive of the proposal to protect the existing employment site and not promote residential. SDC therefore propose to allocate this site as a protected employment use.

West Kingsdown Industrial Estate

The 2010 consultation proposed the allocation of this site for a residential development, as this was promoted by the owner of the site. However, the site is considered to be functioning well as an employment site, the site and buildings in good condition and it is of similar quality and build to the Blue Chalet Industrial Park at the northern end of West Kingsdown, which is an allocated protected employment site. Therefore the consultation proposed the allocation of the site as an existing employment site. The Parish Council were supportive of the proposal to protect the existing employment site and not promote residential. SDC therefore propose to allocate this site as a protected employment use.

- 9 The following sites have also been updated since the draft that was considered by committee in March 2012, where the Council has worked with site promoters and local stakeholders to finalise the allocations:

Land West of Blighs Meadow, Sevenoaks

This site is identified as a key development site in the Core Strategy. The Council's overall aim is to secure a comprehensive development of this site for a range of uses, compatible with the existing town centre that will enhance the overall attraction for residents and visitors. The site is appropriate for mixed use town centre development, and should comprise a mix of retail floorspace, residential apartments, car parking spaces and space for a market. The Council has now identified the site as having a capacity for 22 residential units and that the retail element may comprise a single large format store provided it meets the requirements of the allocation. The Council is currently considered a planning application of this site for a retail-led mixed use development.

Swanley Town Centre

Regeneration of Swanley town centre is a key proposal of the Core Strategy. The Council's aim is to secure regeneration via a comprehensive retail led redevelopment, which will include provision of retail, replacement car parking, medical and community facilities and new pedestrian/cycle link to Swanley station. In relation to housing, priority is to be given to any residential development complimenting the most appropriate mix of town centre uses, and therefore an indicative capacity for housing is not indicated in the allocation. The centre owners have previously been advocating a redevelopment extending onto the adjoining recreation ground which is controlled by Swanley Town Council. The Town Council wrote to SDC in May 2012 stating that they do not wish the recreation ground to be considered for development in relation to the expansion of the town centre. The Town Centre boundary has therefore not been amended in the ADMP and does not include any part of the recreation ground.

Land East of High Street, Sevenoaks

The Core Strategy outlines that approximately 4000sqm retail floorspace needs to be provided in Sevenoaks town centre in the plan period up to 2026. The development of the land west of Blighs Meadow is now likely to fulfil this requirement and therefore any redevelopment of the land east of the High Street

Agenda Item 10

is likely to take place in the longer term, beyond the current plan period. This site has therefore been removed from the allocations document, but we will review through future monitoring whether there is a need in the longer term to bring forward any additional land for town centre development.

- 10 The proposed number of housing units from residential and mixed use development allocations is set out below (with a comparison to the number of units indicated in the 2010 consultation draft), together with a summary of the housing supply components.

PROPOSED HOUSING ALLOCATIONS (POLICY H1)			
REF	RESIDENTIAL DEVELOPMENT SETTLEMENT/SITE ADDRESS	APPROXIMATE NO. UNITS	2010 CONSULTN
Sevenoaks Urban Area			
H1(a)	Car Park, Hitchen Hatch Lane	17	10
H1(b)	Cramptons Road Water Works, Cramptons	50	55
H1(c)	Sevenoaks Gasholder Station, Cramptons Road	35	48
H1(d)	School House, Oak Lane & Hopgarden Lane	19	37
H1(e)	Johnsons, Oak Lane & Hopgarden Lane	18	34
H1 (f)	Greatness Mill, Mill Lane	20	20
	Sub Total	159	204
Swanley			
H1(g)	United House, Goldsel Road	250	116
H1(h)	Bevan Place	46	52
H1(i)	Bus Garage/Kingdom Hall, London Road	30	20
H1(i)	Land West of Cherry Avenue	50	75
	Sub Total	376	263
Other Settlements			
H1(k)	57 Top Dartford Road, Hextable	14	14
H1(l)	Foxs Garage, London Road, Badgers Mount	15	18
H1(m)	Land adjacent to London Road, Westerham	30	30
H1(n)	Currant Hill Allotments, Westerham	20	n/a
H1(o)	Land at Croft Road, Westerham	15	19
H1(p)	The Manor House, New Ash Green	30	n/a
H1 (q)	Warren Court, Halstead	15	n/a
	Sub Total	139	94
	TOTAL	674	561

PROPOSED UNITS FROM MIXED USE ALLOCATIONS (POLICY H2)			
REF	MIXED USE DEVELOPMENT SETTLEMENT/SITE ADDRESS	INDICATIVE SITE CAPACITY NO. UNITS	2010 CONSULTN
H2(a)	Land West of Bligh's Meadow, Sevenoaks	22	59
H2(b)	Post Office/Bt Exchange, South Park, Sevenoaks	25	n/a
H2(d)	Swanley Centre, Nightingale Way, Swanley	0	128
H2(e)	Station Approach, Edenbridge	20	n/a
H2(f)	New Ash Green Village Centre, New Ash Green	50	50
H2(g)	Powder Mills (Former GSK Site), Leigh*	100	n/a
TOTAL		217	237

*please note that the proposed allocation on Powder Mills (Former GSK site), Leigh is to be finalised in September, as the Council is awaiting feedback from a parish/resident working group that has been formed to assist in the detail of the allocation.

Summary of Housing Supply Components as at 1 April 2012	No. of units
Completions 2006 - 2012	1,360
Permissions (at 01.04.2012)	970
Windfall Allowance Small Sites (2017 - 2026)	450
Permissions granted on proposed allocations since 01.04.2012 (Leigh Builders Yard, Edenbridge & Garden Cottages, Leigh)	20
Proposed Housing Allocations (See Policy H1 table above)	674
Proposed units from Mixed Use Allocations (See Policy H2 table above)	217
TOTAL	3,691

Conclusion and Next Steps

- 11 The ADMP has been reviewed and updated in relation to the publication of the NPPF and progress on allocated site. The report enables Members to consider changes to the plan, and recent consultee representations on site allocations.
- 12 It is recommended that the revised Allocations and Development Management Plan be noted and supported and that the Plan be recommended to Cabinet and Full Council for pre-submission publication.
- 13 Following publication there will be a further opportunity to make representations before submission for independent examination to confirm the soundness of the plan.

Options

Agenda Item 10

- 14 The options are to agree, vary or reject the document. The document is considered appropriate to assist in achieving the detailed objectives of the Core Strategy.

Key Implications

Financial

Budgetary provision has been made for the cost involved in preparing the Allocations and Development Management Plan. Combining the Allocations and development policies into one document will achieve a significant budget saving in publication and examination costs compared with maintaining two separate DPDs.

Community Impact and Outcomes, Equality and Sustainability Impacts

These issues are addressed in the preparation of the documents concerned.

The Council has undertaken Sustainability Appraisal (SA) of the draft sites and policies, which have been published alongside the consultation documents, to ensure that the decision-making process takes into account the Government's key objective of Sustainable Development. The purpose of this document is to appraise a number of alternative approaches to Site Allocations and Development Management Policies that have emerged (subsequent to previous iterations of the policies). The appraisal findings from this SA have informed the preparation of the pre-submission publication plan.

The Council has undertaken an Equalities Impact Assessment (EQIA) of the draft ADMP, to ensure that the decision-making process takes into account equalities issues. The EQIA assesses if there is anything in the policy document that could discriminate or put anyone at a disadvantage, particularly in relation to hard to reach groups. The EQIA concludes that the ADMP does not have a differential impact which will adversely affect any groups in the community.

Legal, Human Rights etc.

The preparation of an LDF is a requirement under planning legislation. The adopted Allocations and Development Management Plan will form part of the "Development Plan" and has special status in the determination of planning applications. Production of DPDs is in accordance with the Town and Country Planning Local Development (England) Regulations 2004 (as amended).

Risk Assessment

LDF documents are subject to independent examination and the principal risk involved with their preparation is that the examination finds the document to be unsound. The Allocations and Development Management Plan must be in accordance with the Core Strategy and other parts of the development plan and national planning guidance. The document will progress to publication in which the Council will be required to meet the requirements as set out in the Town and Country Planning Local Development (England) Regulations, at which time it will formally seek the views of key stakeholders in accordance with the Council's Statement of Community Involvement.

Appendices

A Allocations and Development Management Plan

Agenda Item 10

(available online)

B Site Allocations Pro Forma (available online)

C Green Belt Supplementary Planning Document
(available online)

D Supplementary consultation responses (available
online)

Background Papers:

Core Strategy, adopted February 2011

Supplementary Site Allocations consultation March
2012

Contact Officer(s):

Hannah Gooden Ext 7189

Kristen Paterson

Deputy Chief Executive and Director of Community and Planning Services

This page is intentionally left blank