

## ADM APPENDIX 3

### APPENDIX 3 – ALLOCATIONS

#### Important

Development proposals will be assessed against the guidance in this appendix alongside relevant Core Strategy and Development Management Policies. Particular reference should be had to the Policies contained within the Sustainable Communities and Development principles chapter of this document.



## HOUSING ALLOCATIONS

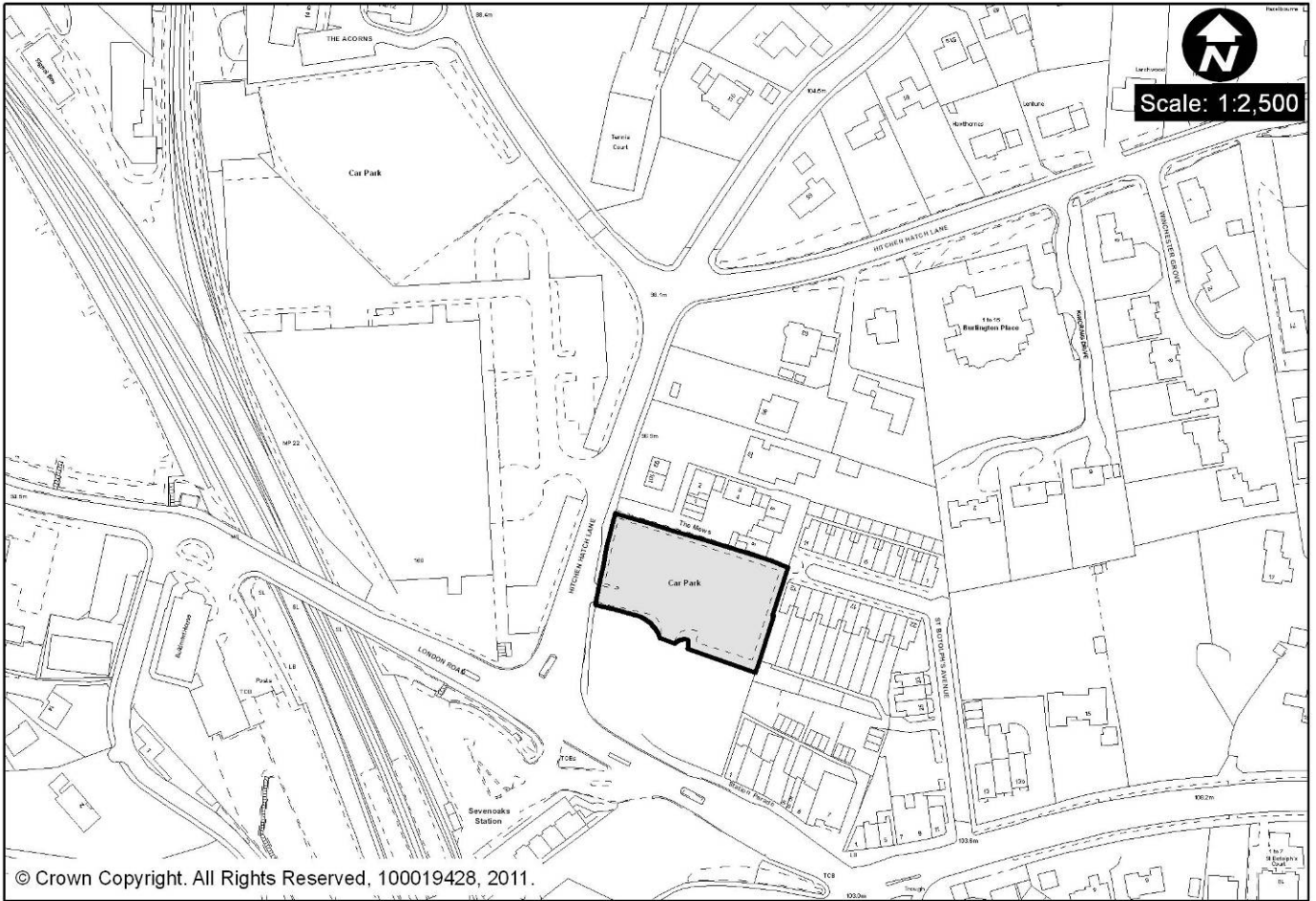
### POLICY H1: RESIDENTIAL DEVELOPMENT

The following sites are allocated for residential development purposes to deliver the Core Strategy housing requirements (3,300 units) over the period until 2026.

These sites will provide for a range of housing types, density, mix and tenure and will be subject to the site areas and detailed criteria as set out in detail at Appendix 3.

REF	SETTLEMENT/SITE ADDRESS	APPROXIMATE NO. UNITS
<u>Sevenoaks Urban Area</u>		
H1(a)	Car Park, Hitchen Hatch Lane	17
H1(b)	Cramptons Road Water Works, Cramptons Road	50
H1(c)	Sevenoaks Gasholder Station, Cramptons Road	35
H1(d)	School House, Oak Lane & Hopgarden Lane	19
H1(e)	Johnsons, Oak Lane & Hopgarden Lane	18
H1 (f)	Greatness Mill, Mill Lane	20
	Sub Total	159
<u>Swanley</u>		
H1(g)	United House, Goldsel Road	250
H1(h)	Bevan Place	46
H1(i)	Bus Garage/Kingdom Hall, London Road	30
H1(j)	Land West of Cherry Avenue (mixed housing and open space)	50
	Sub Total	376
<u>Other Settlements</u>		
H1(k)	West Kingsdown Industrial Estate, London Road, West Kingsdown	TBC
H1(kl)	57 Top Dartford Road, Hextable	14
H1(m)	Foxs Garage, London Road, Badgers Mount	15
H1(n)	Land adjacent to London Road, Westerham	30
H1(o)	Currant Hill Allotments, Westerham	20
H1(p)	Land at Croft Road, Westerham	15
H1(q)	Land rear of Garden Cottages, Leigh	13
H1(r)	The Manor House, New Ash Green	50
H1(s)	Leigh's Builders Yard, Edenbridge	13
H1 (t)	Warren Court, Halstead	13
	Sub Total	183
	<b>GRAND TOTAL</b>	<b>718</b>

# H1(a): Car Park Hitchin Hatch Lane, Sevenoaks



<b>Site Address:</b>	Car Park, Hitchin Hatch Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Town and St John's	<b>Proposed Allocation:</b>	Residential
<b>Current Use or PP:</b>	Station car-park (SDC owned)		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>The redevelopment of the site will be subject to equivalent convenient replacement car parking being provided to serve station commuters. Initially this has been identified as to be provided at the nearby Bradbourne Car park and would involve decking a portion of the existing car park.</li> <li>Development should achieve a good relationship with the adjacent development site to south (currently vacant with PP (06/2004) for mixed use scheme - 18 flats, 5 maisonettes, 3 retail (A1/A2) units). There may be scope to develop a revised scheme that encompasses both sites.</li> <li>Design must reflect the prominent nature of the site at the gateway to Sevenoaks.</li> <li>Sustainable location with good transport links provides the opportunity to design a high density flatted development, subject to safeguarding the amenity of adjacent residential properties (on St Botolph's Avenue and The Mews) and accommodating changing levels across the site</li> <li>Residential likely to be most appropriate in the form of apartments</li> </ul> <p>Thames Water have raised concerns regarding the capacity of the existing sewerage network in the area and the impact of proposed development. As a result a sewer flood alleviation scheme would be required, potentially involving a sewer diversion and provision of additional storage capacity.</p> <p>Access – site should be accessed from Hitchin Hatch Lane (not from London Road)</p> <p>Delivery – SDC, as landowner, is investigating options for alternative car parking provision and discussing potential for comprehensive development with the adjoining site</p>			
<b>Gross Area (Ha):</b>	0.23	<b>Net Area (Ha):</b>	0.23
<b>Approximate Density (DPH):</b>	75	<b>Net Capacity:</b>	17
<b>Phasing</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Previous Local Plan Allocation

# H1(b) Cramptons Road Water Works, Sevenoaks



<b>Site Address:</b>	Cramptons Road Water Works, Sevenoaks	<b>Settlement:</b>	Sevenoaks Urban Area
<b>Ward:</b>	Sevenoaks Northern	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Reorganisation of water treatment works.		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>The area of operational infrastructure constraints is highlighted on the plan and is excluded from the development site. Proposals should not prejudice the operations or access to the existing water treatment facility. The operational area will also provide a buffer between the residential development and the railway corridor.</li> <li>Relatively accessible location in close proximity to Bat and Ball railway station</li> <li>Site of sufficient size to accommodate a range of housing types (detached, attached, flatted)</li> <li>Retention of boundary planting and provision of open space will be required to serve the development</li> <li>The amenity of adjacent residential properties that abut the site and use the existing site access will need to be safeguarded</li> </ul>			
Access – existing access (with minor modifications) should serve the site			
Delivery - promoted by owner (South East Water) for residential development			
<b>Gross Area (Ha):</b>	1.26	<b>Net Area (Ha):</b>	1.26
<b>Approximate Density (DPH):</b>	40	<b>Net Capacity:</b>	50
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

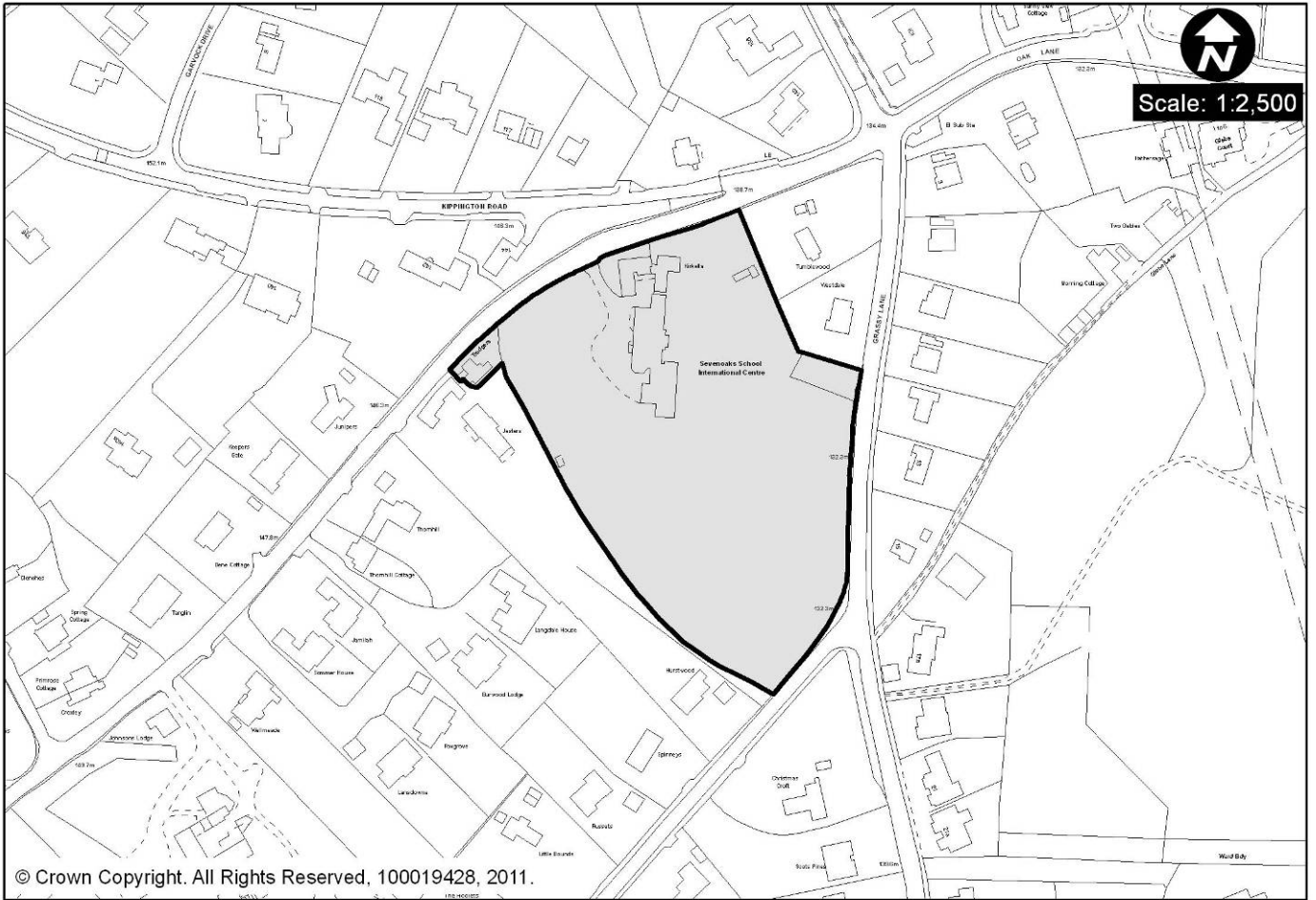
H1(c) Sevenoaks Gasholder Station, Cramptons Road, Sevenoaks





<b>Site Address:</b>	Sevenoaks Gasholder Station, Cramptons Road, Sevenoaks	<b>Settlement:</b>	Sevenoaks Urban Area
<b>Ward:</b>	Sevenoaks Northern	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Gas Holders and Yard		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>• Landmark building on Otford Road frontage (western portion of the site), as prominent location due to curve in road;</li> <li>• Existing footpath bisects site – pedestrian access to be retained. Site should link in to proposed cycle route on Cramptons Road</li> <li>• Careful consideration of relationship with adjacent commercial premises and sympathetic boundary treatment to minimise any conflict between uses.</li> <li>• Any site remediation, if required, will be carried out by the site owner before disposal or will be required to be signed off by the site owner before the site transaction is completed. This will not preclude development opportunities on this site;</li> <li>• Relatively accessible location in close proximity to Bat and Ball railway station</li> <li>• Potential to extend the linear terraced residential layout that exists to the north of the site, through into the eastern portion of the site</li> </ul>			
<p>Delivery - The extent of the site is owned by National Grid who have indicated that the yard is available now for redevelopment. The gasholders themselves are owned by Southern Gas Networks, who are de-commissioning all their gasholders in the period 2013 – 2021.</p> <p>Access – Access via Cramptons Road (not off the A225 / Otford Road)</p>			
<b>Gross Area (Ha):</b>	0.88	<b>Net Area (Ha):</b>	0.88
<b>Approximate Density (DPH):</b>	40	<b>Net Capacity:</b>	35
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	SHLAA

# H1(d) School House (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks



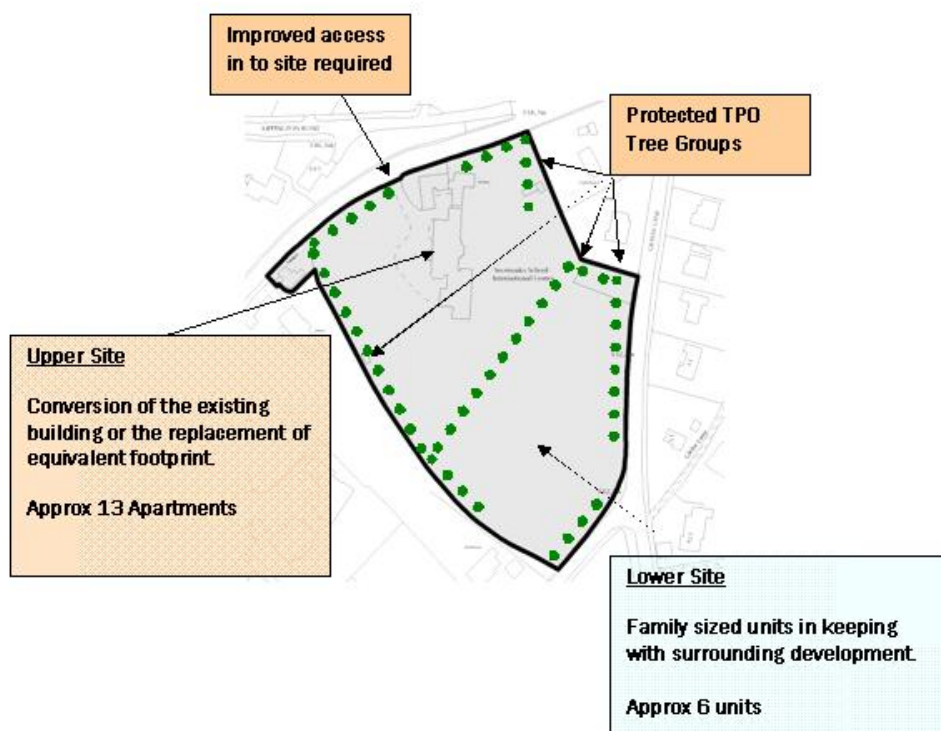
<b>Site Address:</b>	School House (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Kippington	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Sevenoaks School boarding house and grounds		

**Development Guidance;**

- Capacity is based on the site being split into upper and lower parcels. The lower southern parcel should accommodate development at a density typical to the surrounding area (approx 10 dph). The yield from the upper northern parcel is based on a conversion of the existing building into apartments or a replacement block of similar size and nature. This form of development will reflect the existing character of the area and maintain the broad balance between built development and open space.
- The upper portion of the site is also considered suitable for housing specifically designed for older people (including those with special needs), subject to improved footway access to the town centre
- Tree Preservation Orders apply around the boundary and across the centre of the site and development should not result in the loss or harm to any of these trees.

Access to the lower part of the site from Grassy Lane / Hopgarden Lane. Access to the upper part of the site from Oak Lane likely to require modification and visibility improvement

Delivery – Sevenoaks School promoting the site for redevelopment as part of their estate masterplan



<b>Gross Area (Ha):</b>	1.40	<b>Net Area (Ha):</b>	1.40
<b>Approximate Density (DPH):</b>	10 – Lower Site Replacement Footprint on upper site	<b>Net Capacity:</b>	6 houses – lower site 13 flats – upper site
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	SHLAA

# H1(e) Johnsons (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks

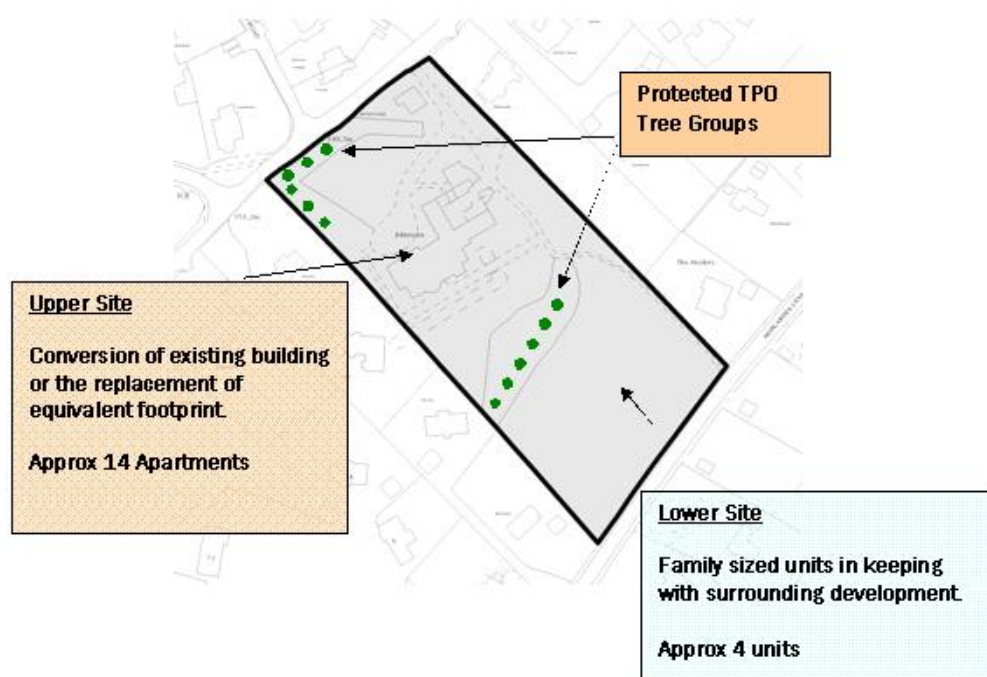


<b>Site Address:</b>	Johnsons (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Kippington	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Sevenoaks School boarding house and grounds		

**Development Guidance;**

- Capacity is based on the site being split into upper and lower parcels. The lower southern parcel should see development at a density typical to the surrounding area (approx 10 dph). The yield from the upper northern parcel is based on a conversion of the existing building into apartments or a replacement block of similar size and nature. Although not listed, Johnsons is considered to be of some architectural merit and therefore consideration should be given to its retention. This form of development will reflect the existing character of the area and maintain the broad balance between built development and open space.
- The upper portion of the site is also considered suitable for housing specifically designed for older people (including those with special needs), subject to improved footway access to the town centre
- Tree Preservation Orders apply around the boundary and across the centre of the site and development should not result in the loss or harm to any of these trees.

Access to the lower part of the site Hopgarden Lane. Access to the upper part of the site from Oak Lane. Delivery – Sevenoaks School promoting the site for redevelopment as part of their estate masterplan



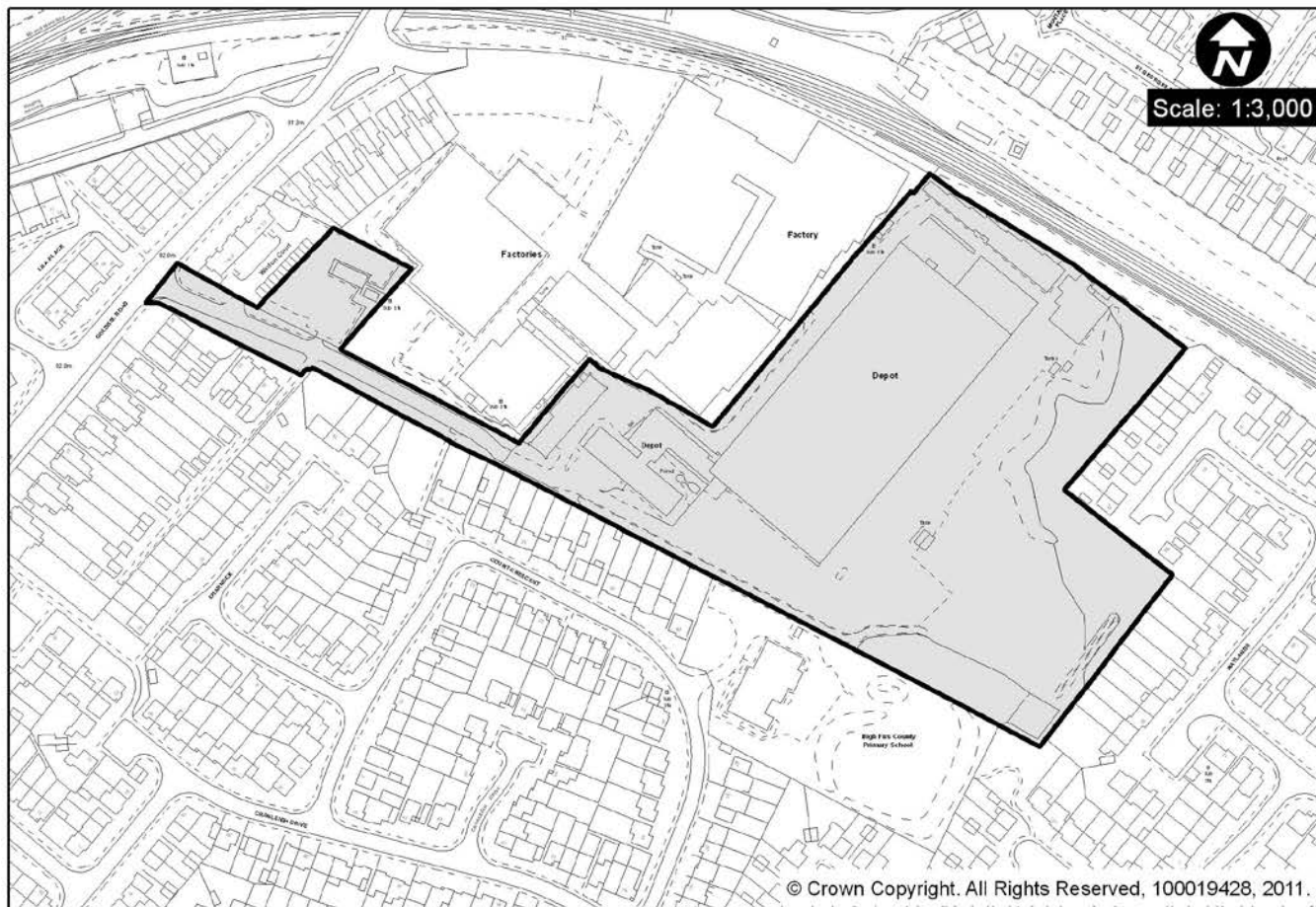
<b>Gross Area (Ha):</b>	1.36	<b>Net Area (Ha):</b>	1.36
<b>Approximate Density (DPH):</b>	10 – Lower Site Replacement Footprint on upper site	<b>Net Capacity:</b>	4 houses – lower site 14 flats – upper site
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	SHLAA

H1 (f) Greatness Mill, Mill Lane, Sevenoaks



<b>Site Address:</b>	Greatness Mill, Mill Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Northern	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Workshops (car repair) and residential		
<b>Development guidance;</b>			
<ul style="list-style-type: none"> <li>• Site contains the historic Mill House building, which contributes to the character of the local area. The building or the character of the building should be retained in any development scheme. Site of likely to be able to accommodate a mix of houses and flats</li> <li>• Tree Preservation Orders apply around the southern and western boundary of the site and development should not result in the loss or harm to any of these trees.</li> <li>• Maintain footpath to north of site</li> <li>• Site remediation may be necessary. This will not preclude development opportunities on this site.</li> <li>• Access – access from Mill Lane</li> <li>• Delivery – site owner promoting the site for residential development</li> </ul>			
<b>Gross Area (Ha):</b>	0.34	<b>Net Area (Ha):</b>	0.34
<b>Approximate Density (DPH):</b>	60	<b>Net Capacity:</b>	20
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

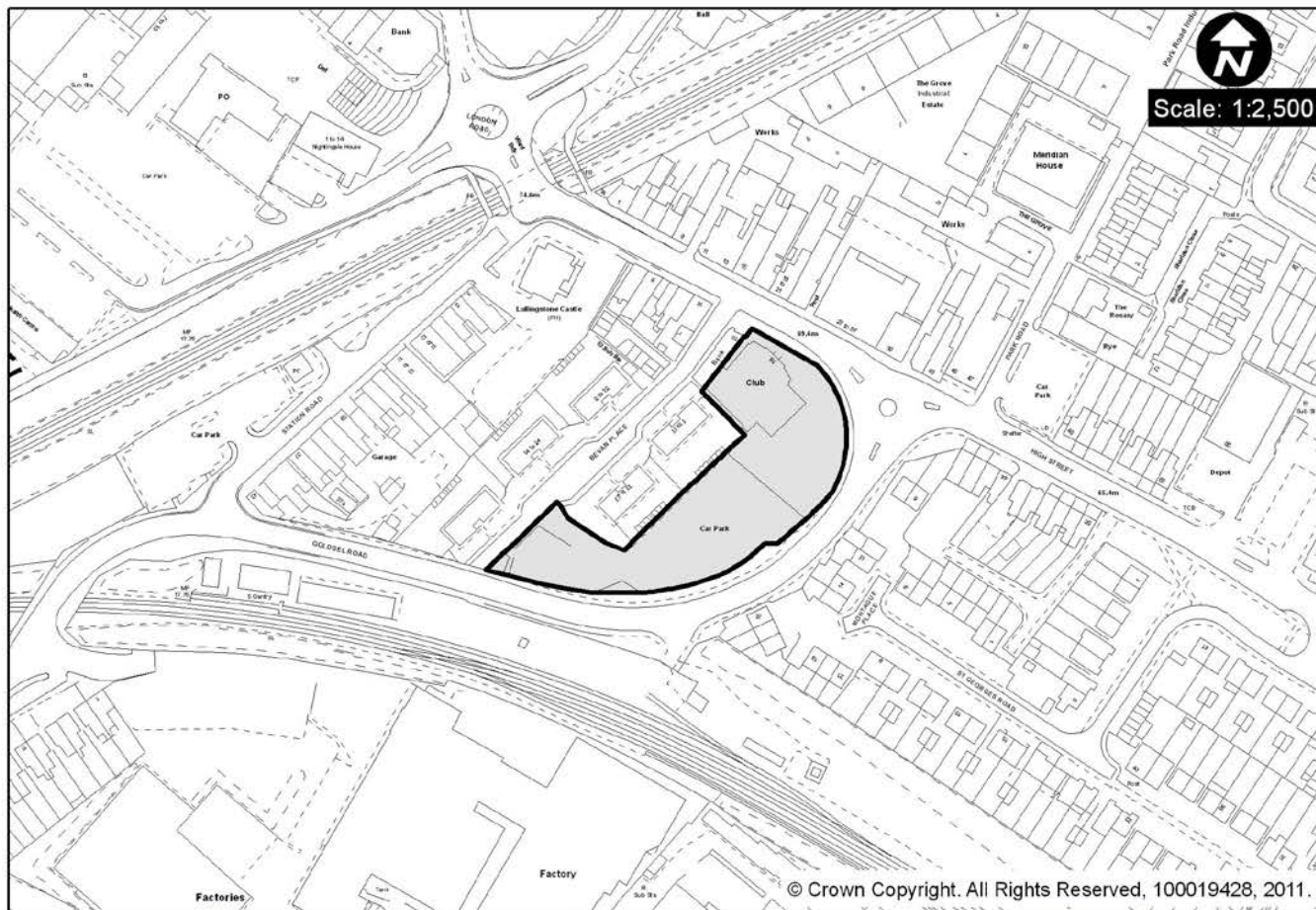
# H1(g) United House, Goldsel Road, Swanley





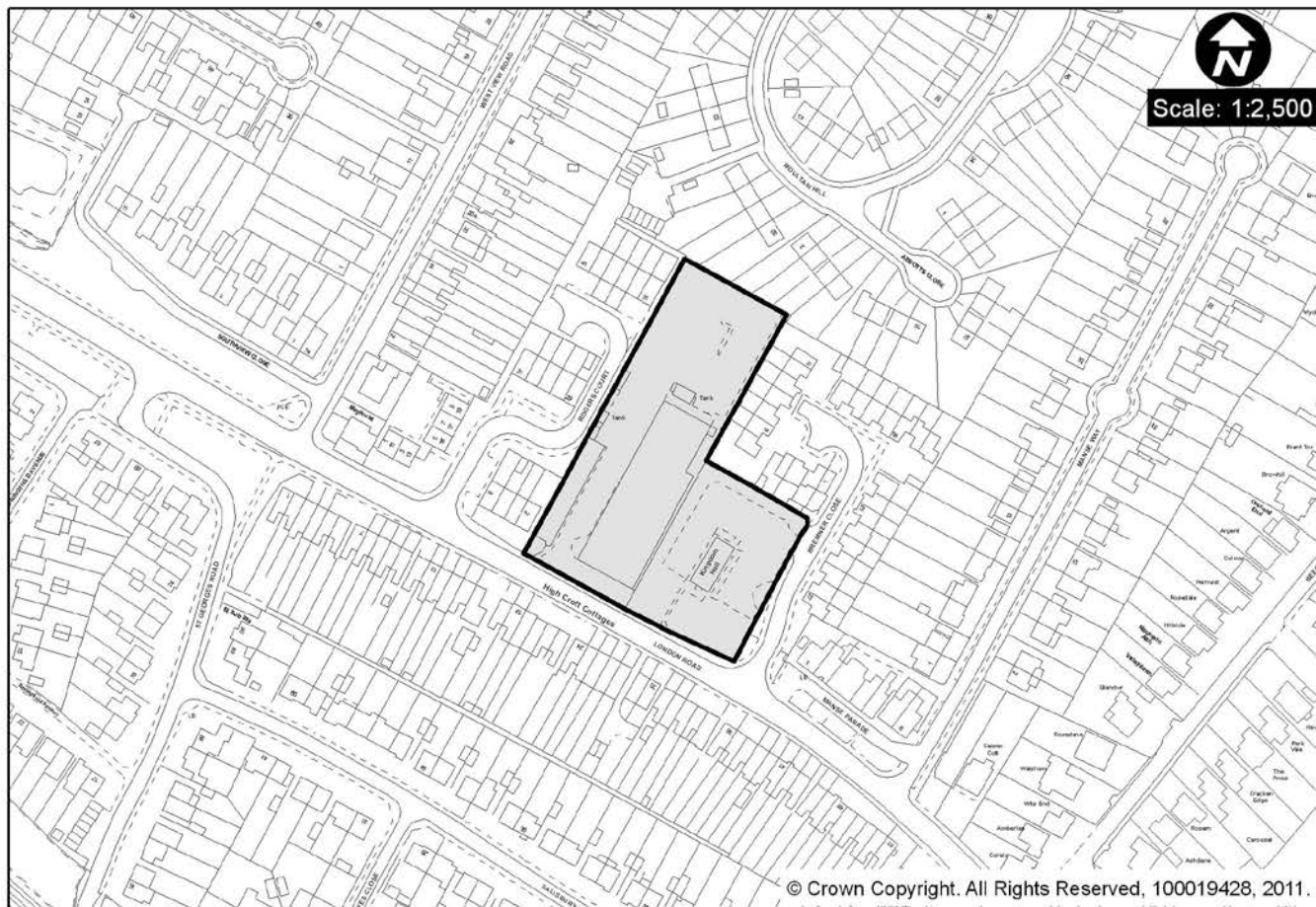
<b>Site Address:</b>	United House, Goldsel Road, Swanley	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley Christchurch & Swanley Village	<b>Proposed Allocation:</b>	Mixed use – Residential
<b>Current Use / PP:</b>	Office and Depot / warehousing		
<b>Development guidance;</b>			
<ul style="list-style-type: none"> <li>• Development must address proximity to adjoining primary school and lower level dwellings along eastern boundary and elevated railway line</li> <li>• Site of sufficient size to accommodate a range of housing types (houses and flats). Small site to rear of Winton Court (western end of site) likely to be suitable for flatted development with suitable buffer to adjoining industrial use</li> <li>• Careful consideration has been given to the adjoining industrial use to the north-west of the main site and the need to protect the operational requirements of this important employment site. The design, layout and orientation of the residential buildings will be crucial to ensuring the development a satisfactory scheme. The area adjacent to the industrial use may be a suitable area for parking, landscaping and open space, to maintain a separation between the uses.</li> <li>• North-east corner of site constrained and unsuitable for development (balancing pond at low level). This area equates to approximately 0.3 ha of the site.</li> <li>• Access road included within site allocation but this linear area is unsuitable for development. This area equates to approximately 0.2 ha of the site</li> <li>• Site remediation may be necessary. This will not preclude development opportunities on this site.</li> <li>• Access – main access via existing road. Emergency access route will be required to serve the site. Accessible site in close proximity of railway station and town centre.</li> <li>• Delivery – site owner promoting the site for residential development</li> </ul>			
<b>Gross Area (Ha):</b>	3.80	<b>Net Area (Ha):</b>	3.30 (due to pond and access corridor)
<b>Approximate Density (DPH):</b>	75	<b>Net Capacity:</b>	250
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

# H1(h) Bevan Place, Swanley



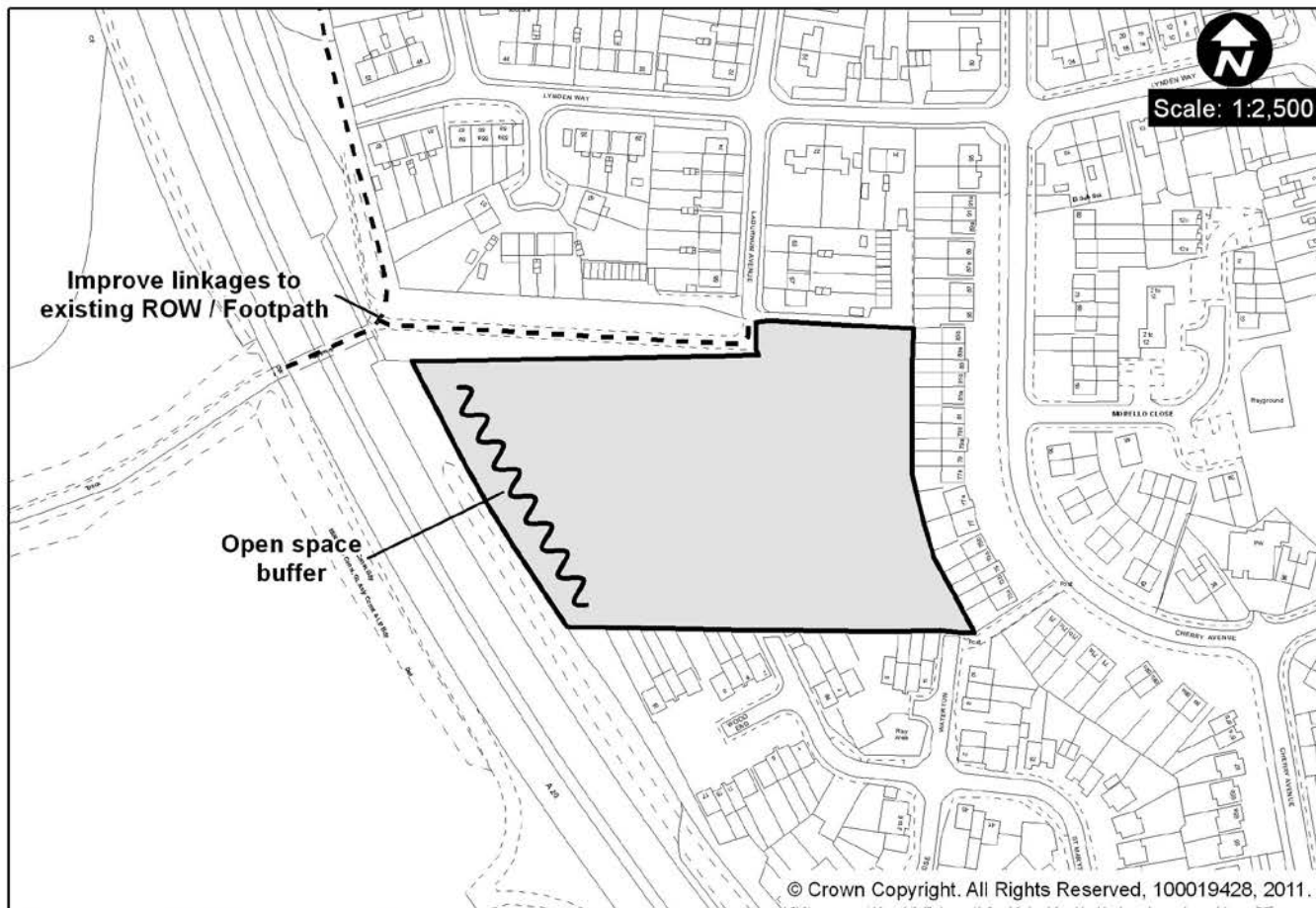
<b>Site Address:</b>	Bevan Place, Swanley (Local Plan Allocation and adjacent land)	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley Christchurch and Swanley Village	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Car park, Swanley working men's club		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>The site currently comprises a car park and working men's club. A comprehensive scheme over both sites should be developed and should include the re-provision or relocation of the working men's club.</li> <li>Development should achieve a good relationship with the adjacent residential blocks, which abut the site on three sides. Options for inclusion of this land within the comprehensive scheme should be considered. If this is not achievable, the proposal must be carefully designed to integrate with the existing housing.</li> <li>Residential likely to be most appropriate in the form of apartments blocks.</li> <li>This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> <li>Site is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact.</li> <li>Measures may be needed to mitigate impact from traffic noise</li> <li>Parking surveys over the last three years have confirmed that car park average usage is at 25% occupation. The loss of this parking will not therefore impact on the vitality of the area. There is capacity in Park Road / Station Approach car parks and free parking in the town centre.</li> </ul>			
Access to be provided from Bevan Place. Accessible site in close proximity of railway station and town centre.			
Delivery – Owners of Swanley working men's club investigating options for redevelopment and working with SDC (owners of car park) to bring forward a comprehensive site redevelopment			
<b>Gross Area (Ha):</b>	0.46	<b>Net Area (Ha):</b>	0.46
<b>Approximate Density (DPH):</b>	100	<b>Net Capacity:</b>	46
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	Local Plan / SHLAA

H1(i) Bus Garage and Kingdom Hall, London Road, Swanley



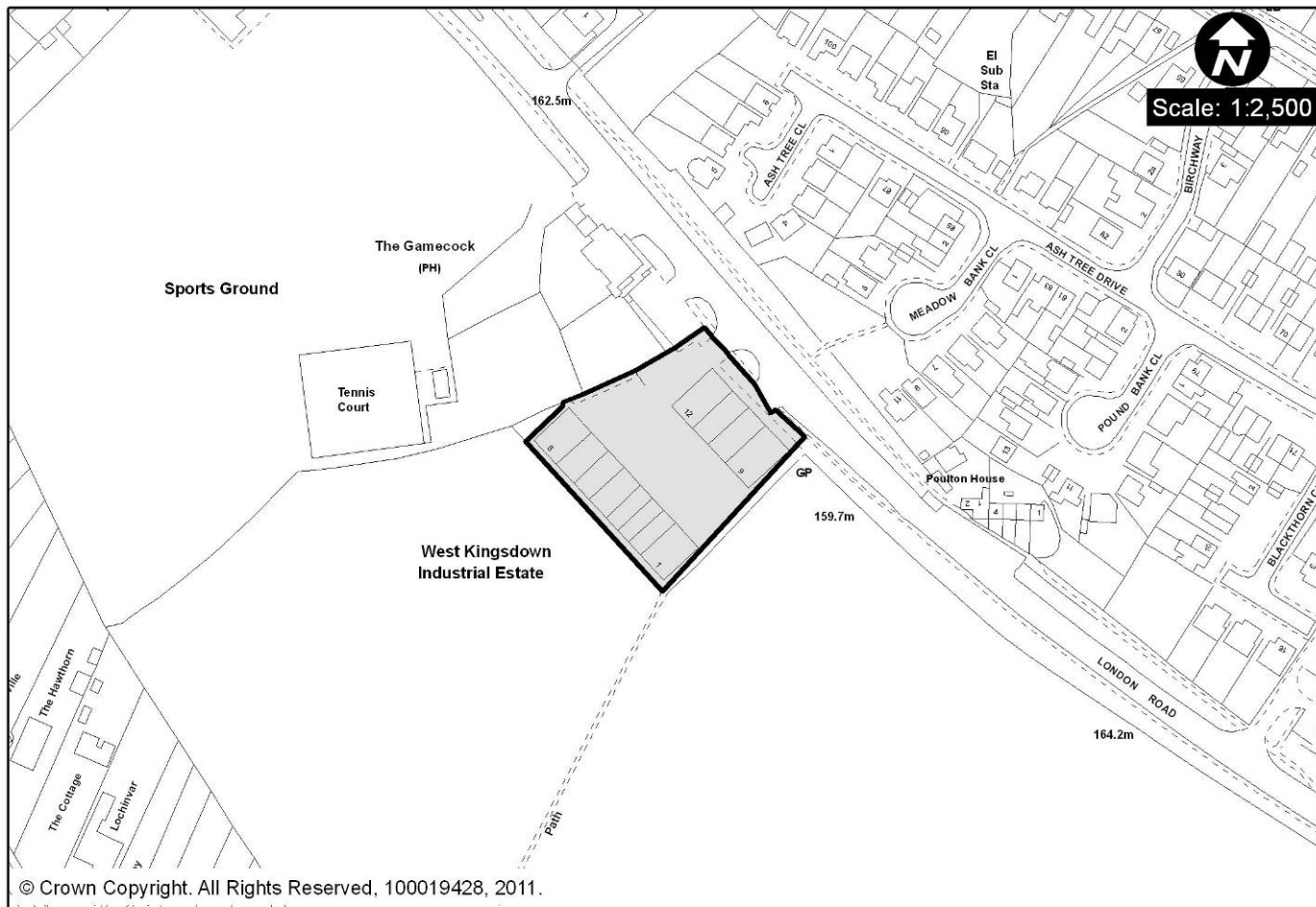
<b>Site Address:</b>	Bus Garage and Kingdom Hall Swanley	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley Christchurch and Swanley Village	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Bus Garage / Church hall		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>• Site frontage is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact;</li> <li>• Measures may be needed to mitigate impact from traffic noise;</li> <li>• A comprehensive scheme should be developed that includes both the bus garage and Kingdom Hall sites. Attached housing is likely to be the most appropriate form of development on the site.</li> <li>• Development should include re-provision of the existing community facility (hall of worship) in a portion of the site</li> <li>• This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> <li>• Site remediation may be necessary. This will not preclude development opportunities on this site.</li> </ul>			
Access – via existing access off London Road or via Bremner Close. A single access should serve the combined Bus Garage and Kingdom Hall site.			
Delivery – promoted by owners for residential development			
<b>Gross Area (Ha):</b>	0.74	<b>Net Area (Ha):</b>	0.74
<b>Approximate Density (DPH):</b>	40	<b>Net Capacity:</b>	30
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Local Plan / SHLAA

H1(j) Land west of Cherry Avenue, Swanley



<b>Site Address:</b>	Land west of Cherry Avenue, Swanley	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley St Mary's	<b>Proposed Allocation:</b>	Residential and open space
<b>Current Use / PP:</b>	Vacant open land (Private – no public access)		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>Proposals should include the provision of public open space and biodiversity enhancement opportunities of approximately 0.5ha to help address open space deficiency in Swanley. Community consultation to inform the type of open space provided.</li> <li>With the proximity to the A20 to the west the open space could act as a buffer zone (in terms both noise and air quality).</li> <li>Footpath connections should be provided through site, linking with existing footpath</li> <li>Large site can accommodate mix of housing types (semi-detached, terraced, detached), continuing layout and similar density of surrounding housing estate</li> </ul> <p>Access – potential for two vehicular access points, via St Marys Road and Laburnum Avenue, to create an extension of the existing large housing estate</p> <p>Delivery – KCC (site owner) promoting site for residential development</p>			
<b>Gross Area (Ha):</b>	1.5	<b>Net Area (Ha):</b>	1.00
<b>Approximate Density (DPH):</b>	50	<b>Net Capacity:</b>	50
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

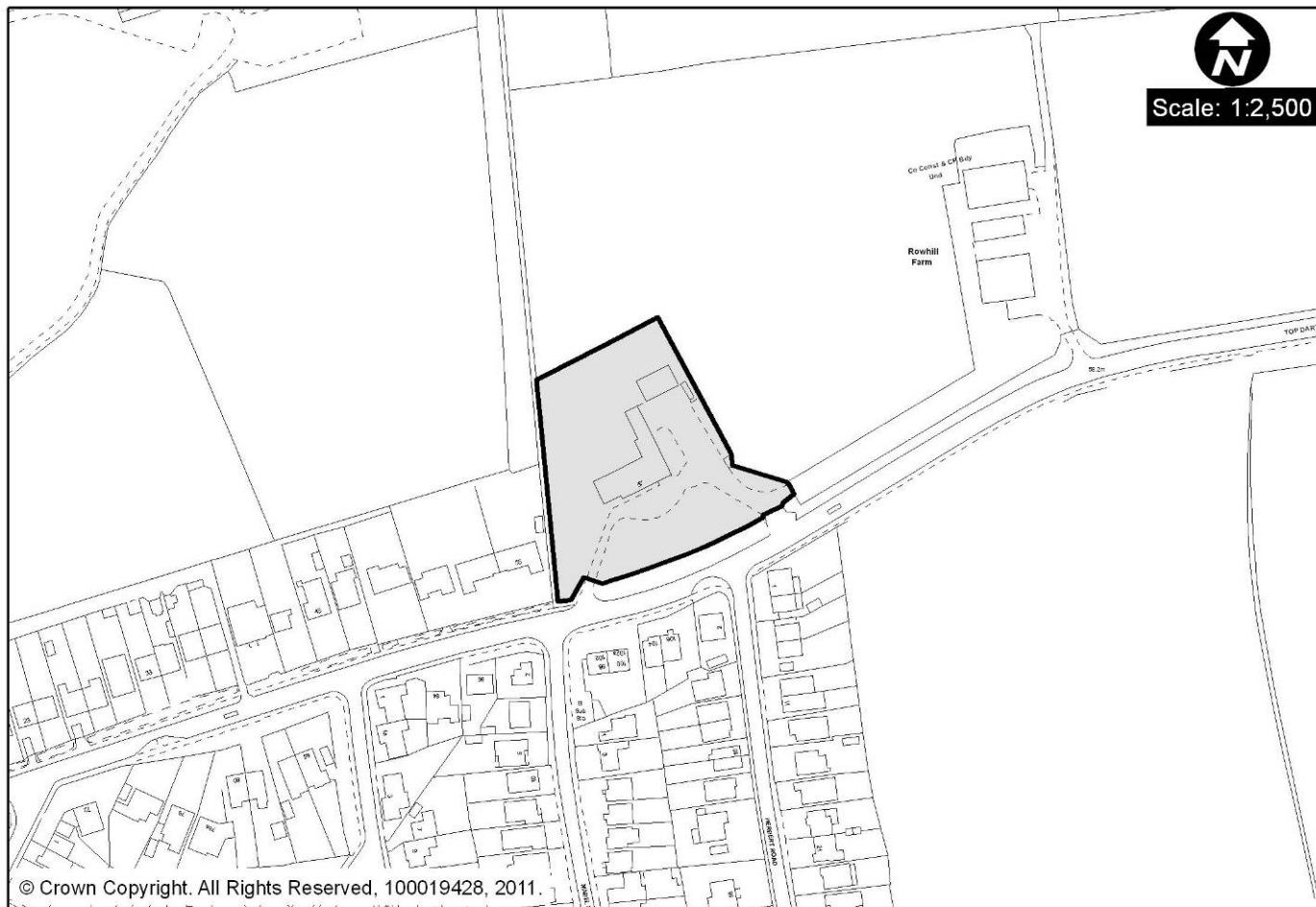
H1(k) West Kingsdown Industrial Estate, West Kingsdown **SITE SUBJECT TO DISCUSSIONS**





<b>Site Address:</b>	West Kingsdown Industrial Estate, West Kingsdown	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Fawkham and West Kingsdown	<b>Proposed Allocation:</b>	
<b>Current Use / PP:</b>	Industrial estate		
<b>Development Guidance;</b>			
<b>Gross Area (Ha):</b>	0.47	<b>Net Area (Ha):</b>	
<b>Approximate Density (DPH):</b>		<b>Net Capacity:</b>	
<b>Phasing:</b>		<b>Source / Evidence Base:</b>	

H1(l) 57 Top Dartford Road, Hextable



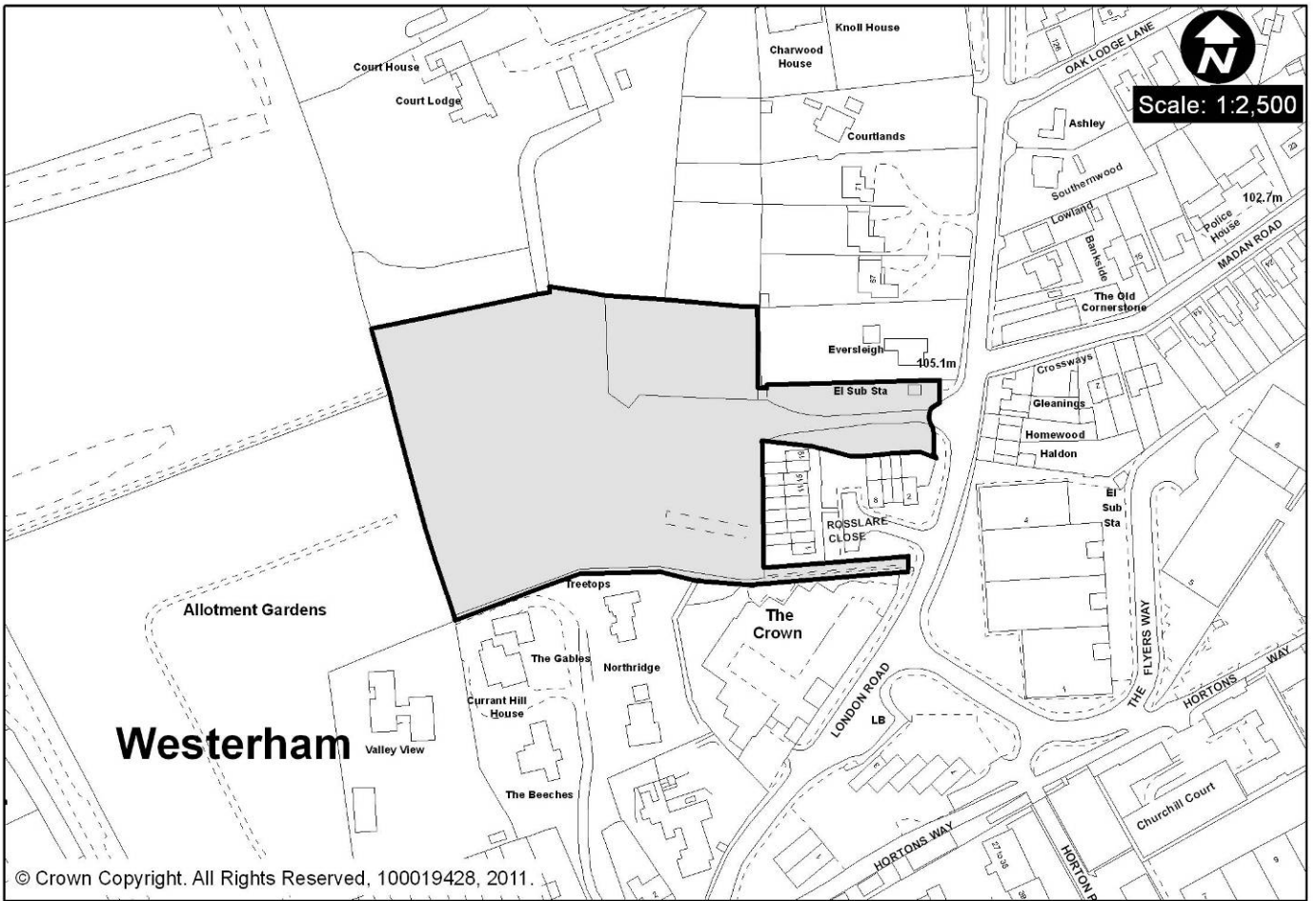
<b>Site Address:</b>	57 Top Dartford Road, Hextable	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Hextable	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Residential		
<b>Development Guidance:</b>			
<ul style="list-style-type: none"> <li>• Development should be designed carefully to avoid any adverse impact on the adjoining Green Belt. Appropriate tree screening / landscaping should be incorporated in any development scheme to avoid any adverse impact on long distance views</li> <li>• Appropriate design to respond to gateway to village setting.</li> <li>• Attached and detached housing is likely to be suitable on the site, in the form of a small close.</li> <li>• Maintain footpath to west of site</li> </ul>			
<p>Access - from Top Dartford Road (B258). Site currently has in and out driveway arrangement that straddles traffic calming measures (one-way pinch points). Any access modifications will need to be carefully designed to integrate with these measures</p>			
<p>Delivery - Promoted for residential development by owner of site</p>			
<b>Gross Area (Ha):</b>	0.51	<b>Net Area (Ha):</b>	0.51
<b>Approximate Density (DPH):</b>	30	<b>Net Capacity:</b>	14
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	SHLAA

# H1(m) Foxs Garage, Orpington By-Pass, Badgers Mount



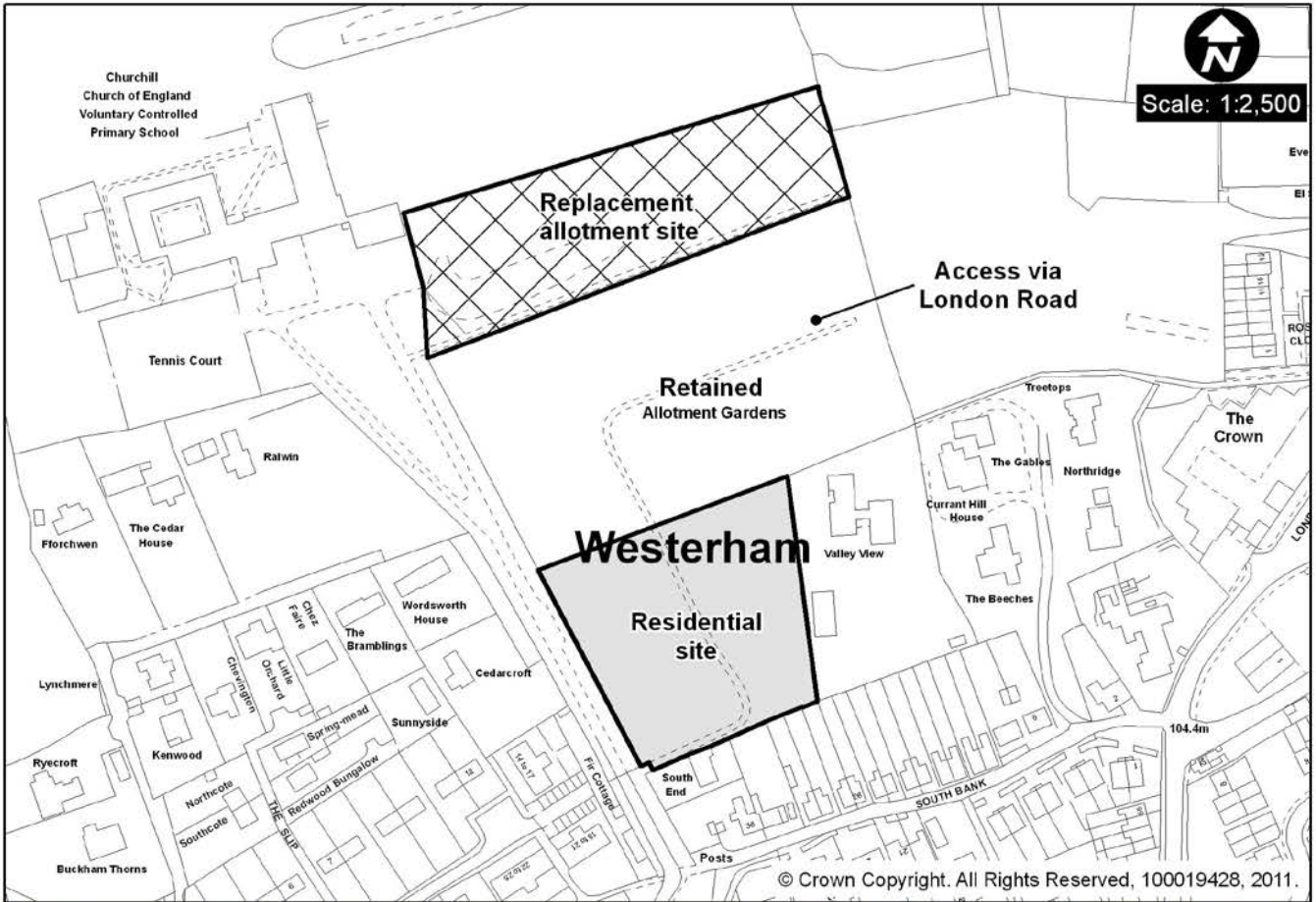
<b>Site Address:</b>	Foxs Garage, Orpington By-Pass, Badgers Mount	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Halstead, Knockholt & Badgers Mount	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Garage and MOT testing centre		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>Proposals should avoid adverse impact on/from rail tunnel below site;</li> <li>Careful consideration should be given to the site topography, where the land rises steeply from Old London Road to A224 Orpington by-pass. There is potential to reflect the layout and scale of the adjacent close (Badgers Rise).</li> <li>Site remediation may be necessary. This will not preclude development opportunities on this site.</li> <li>Maintain footpath to north of site</li> </ul> <p>Access – single point of access at a central location on the frontage of Old London Road, which is slower (40mph) than the Orpington By-Pass. Associated re-positioning of the existing bus stop currently located between the existing in/out access arrangement.</p> <p>Delivery – promoted for residential development by owners of site</p>			
<b>Gross Area (Ha):</b>	0.50	<b>Net Area (Ha):</b>	0.50
<b>Approximate Density (DPH):</b>	30	<b>Net Capacity:</b>	15
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

H1 (n) Land Adjacent to London Road, Westerham (former Churchill School Safeguarded Land)



<b>Site Address:</b>	Land adjacent to London Road, Westerham – former Churchill School	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Westerham & Crockham Hill	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Field with hard-standing (former site of primary school)		
<p><b>Development Guidance;</b></p> <ul style="list-style-type: none"> <li>Careful consideration should be given to the fact that the entire site is within the AONB. Existing tree screening should be maintained and enhanced.</li> <li>The development should provide vehicular access to the Westerham allotment housing allocation site to the West.</li> <li>The passageway to the south of Rosslare Close should provide pedestrian and cycle access to the site</li> <li>Large site can accommodate mix of housing types (detached, semi-detached, terraced)</li> <li>This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> <li>There are Tree Preservation Orders on the site which should be respected. The trees provide an attractive avenue into the site and line both the pedestrian and vehicular access from London Road. No protected trees to be removed. Ecological issues should be considered in any redevelopment</li> </ul> <p>Access – off London Road, via wide avenue to north of Rosslare Close</p> <p>Delivery - Promoted for residential development by owner of site (KCC)</p>			
<b>Gross Area (Ha):</b>	1.46	<b>Net Area (Ha):</b>	1.24
<b>Approximate Density (DPH):</b>	25	<b>Net Capacity:</b>	30
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Local Plan Allocation

H1(o) Allotment Gardens adjacent to Churchill School, Westerham (Former Safeguarded Land)





<b>Site Address:</b>	Currant Hill Allotments, Westerham	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Westerham & Crockham Hill	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Allotments		

**Development Guidance;**

- Careful consideration should be given to the fact that the entire site is within the AONB. Existing tree screening should be maintained and enhanced
- Development of the site will require equivalent replacement of allotments within Westerham. The replacement allotments would need to be of equivalent or greater value, in terms of their size, location, accessibility and quality, in order to maintain the supply of allotments for the local community. Westerham Parish Council, who own the site, have proposed that replacement allotments be provided in the field immediately to the north of the site, which is currently leased to Churchill School. The school is aware of this proposal and has confirmed that it can accommodate the loss of the field without prejudicing its activities.
- Site biodiversity surveys will be sought to ensure any biodiversity concerns are adequately mitigated and biodiversity enhancement will be required on the adjacent replacement allotment site
- Site should reflect adjacent mix of housing types (detached, semi-detached, terraced)
- Low buildings heights (not greater than two storeys) should be incorporated into the development scheme to respond to the site topography and integrate with the surrounding development
- This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.

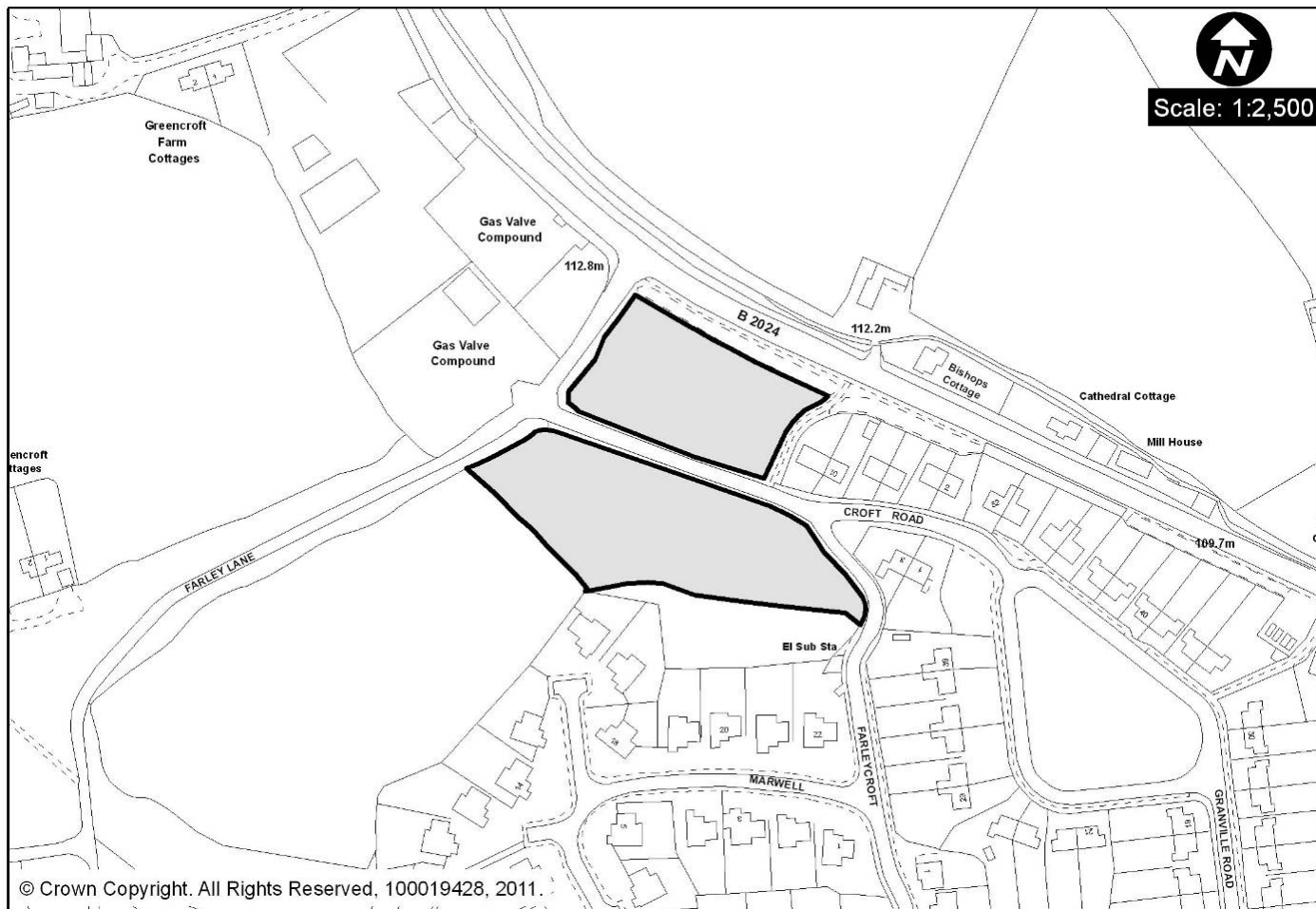
Access - site access via London Road (emergency/pedestrian access on via Rysted Lane)

Delivery – site owners (Westerham Parish Council) are promoting the site for residential development

Note - the local authority must seek permission from the Secretary of State before selling or changing the use of a statutory allotment site under the Allotments Act 1925

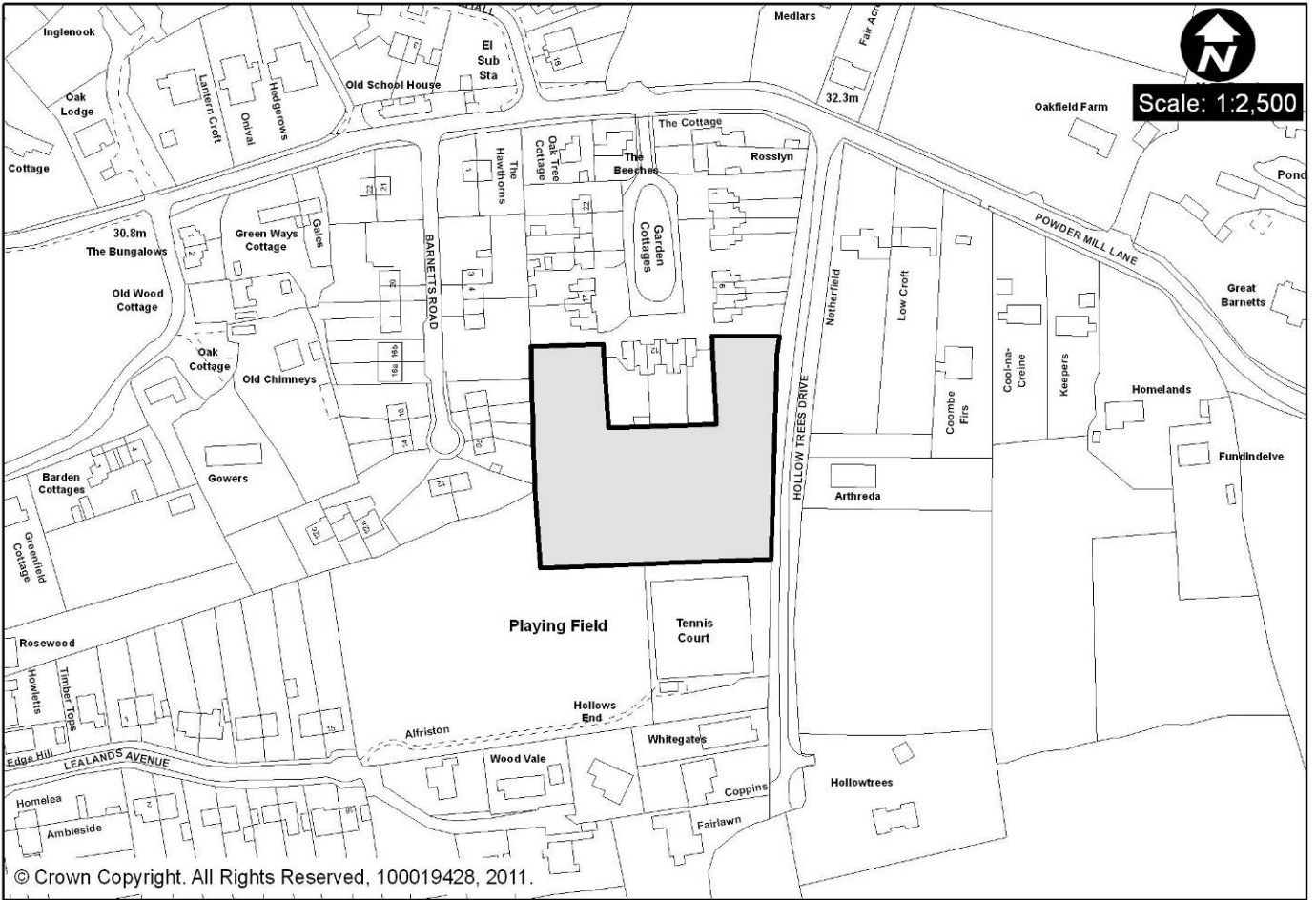
<b>Gross Area (Ha):</b>	0.67	<b>Net Area (Ha):</b>	0.67
<b>Approximate Density (DPH):</b>	30	<b>Net Capacity:</b>	20
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Local Plan (Safeguarded Land)

# H1 (p) Land at Croft Road Westerham (Previously Safeguarded Land)



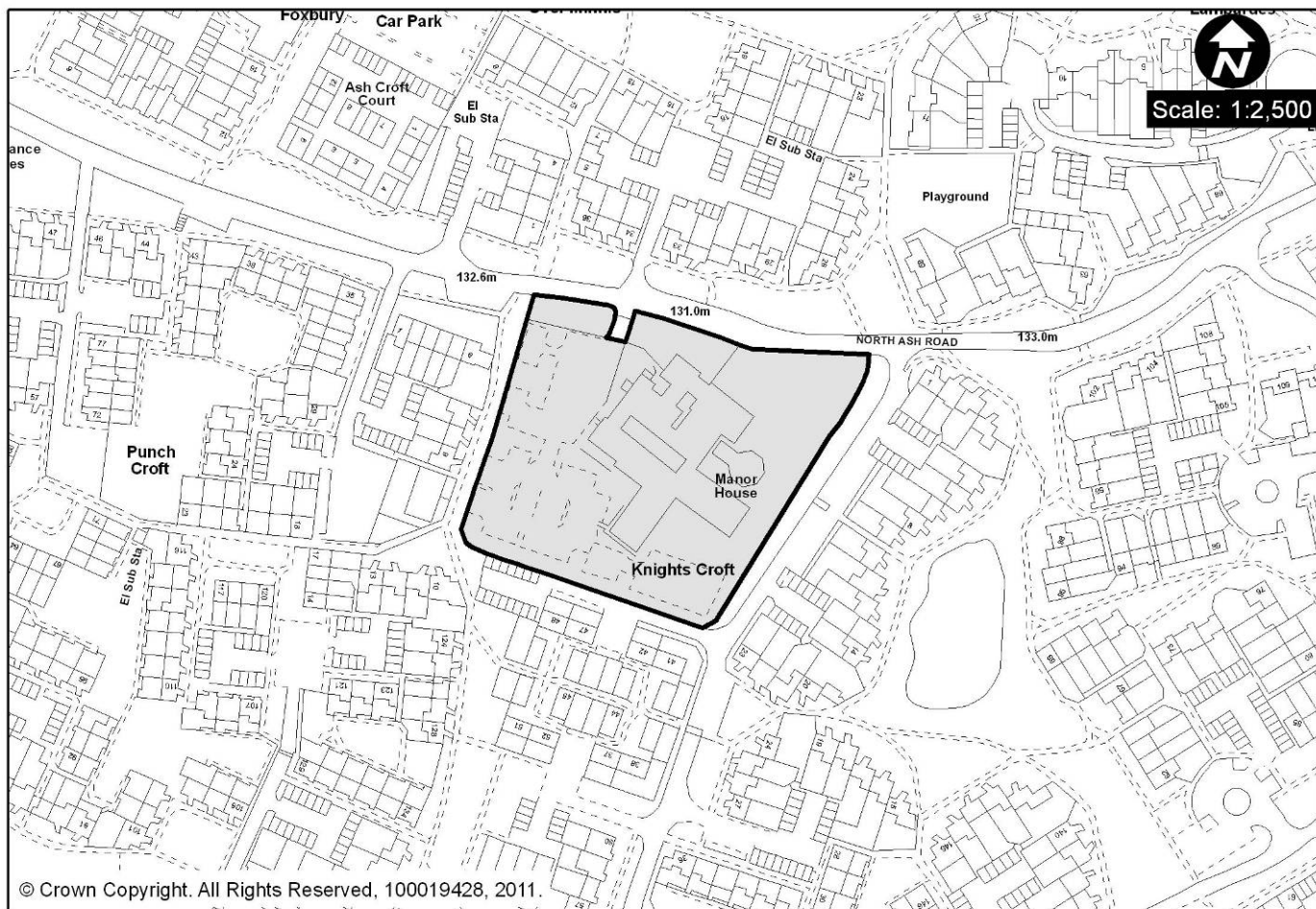
<b>Site Address:</b>	Land at Croft Road, Westerham	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Westerham & Crockham Hill	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Open Land		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>Careful consideration should be given to the fact that the entire site is within the AONB. Existing tree screening should be maintained and enhanced</li> <li>Development should be designed carefully to avoid any adverse impact on the adjoining Green Belt</li> <li>Retention of footpath to east of northern (lower) site</li> <li>Site should reflect layout and scale of adjacent attached and detached housing</li> </ul>			
Access – Site should not be accessed from the B2024 Croydon Road			
Delivery – SDC own site and support residential development			
<b>Gross Area (Ha):</b>	0.77	<b>Net Area (Ha):</b>	0.77
<b>Approximate Density (DPH):</b>	25	<b>Net Capacity:</b>	15
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	Local Plan (Safeguarded Land)

H1 (q) Land rear of Garden Cottages, Leigh



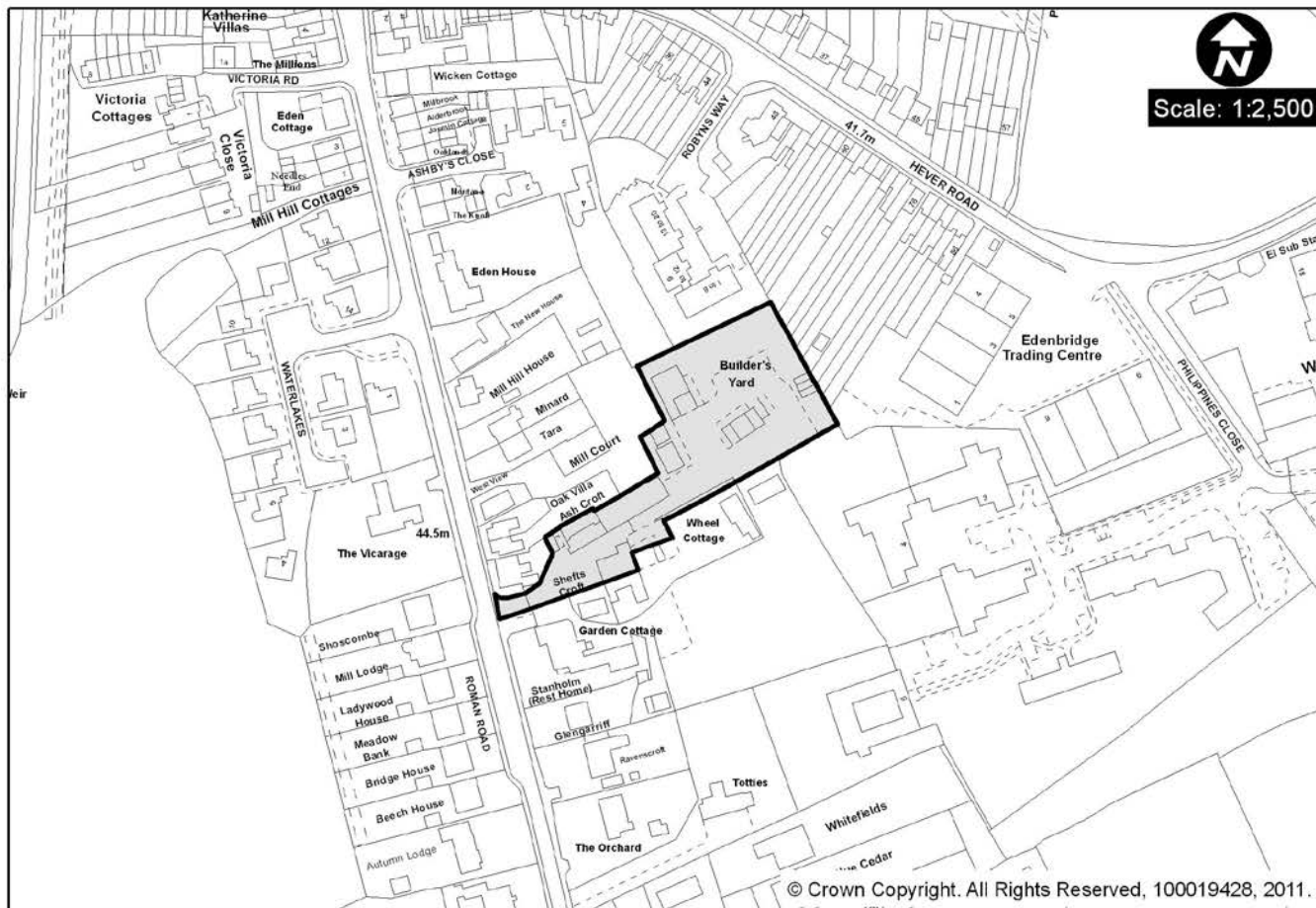
<b>Site Address:</b>	Land rear of Garden Cottages, Leigh	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Leigh and Chiddingstone Causeway	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Greenfield (scrubland)		
<b>Development Guidance;</b>			
<ul style="list-style-type: none"> <li>• Site can accommodate a range of housing types (semi-detached, terraced, attached)</li> <li>• Development must address any impact on biodiversity and include landscaping / biodiversity enhancement within the site</li> <li>• Development should achieve a satisfactory relationship with the adjoining playing field and tennis courts</li> <li>• Site remediation may be necessary due to fly-tipping on the site. This will not preclude development opportunities on this site.</li> </ul>			
Access – via Hollow Trees Drive with modifications - access and sightlines require improvements at junction with Powder Mill Lane;			
Delivery - Promoted for residential development by owner of site			
<b>Gross Area (Ha):</b>	0.56	<b>Net Area (Ha):</b>	0.56
<b>Approximate Density (DPH):</b>	25	<b>Net Capacity:</b>	13
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	SHLAA

# H1(r) The Manor House, New Ash Green



<b>Site Address:</b>	The Manor House, New Ash Green	<b>Settlement:</b>	New Ash Green
<b>Ward:</b>	Ash	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Offices and car parking		
<b>Development Guidance:</b>			
<ul style="list-style-type: none"> <li>Proposals will need to retain and enhance the Manor House listed building and its setting;</li> <li>Proposal should include linkages and walking routes to the village centre; including providing footways around the site boundary and improving pedestrian crossing points across North Ash Road</li> <li>Replacement of small scale employment space will be re-provided in New Ash Green village centre as part of the wider regeneration scheme;</li> <li>Potential for innovative, sustainable architecture, in recognition of relationship to contemporary architecture in New Ash Green</li> <li>Site of sufficient size to accommodate a range of housing types (detached, attached, flatted)</li> <li>This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> </ul> <p>Access – existing access from North Ash Road would require widening and associated clearance of visibility splays.</p> <p>Delivery - promoted by owner (Bovis) for residential development. Bovis intend to relocate their offices elsewhere within the District.</p>			
<b>Gross Area (Ha):</b>	1.00	<b>Net Area (Ha):</b>	1.00
<b>Approximate Density (DPH):</b>	50	<b>Net Capacity:</b>	50
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Promoted by owner

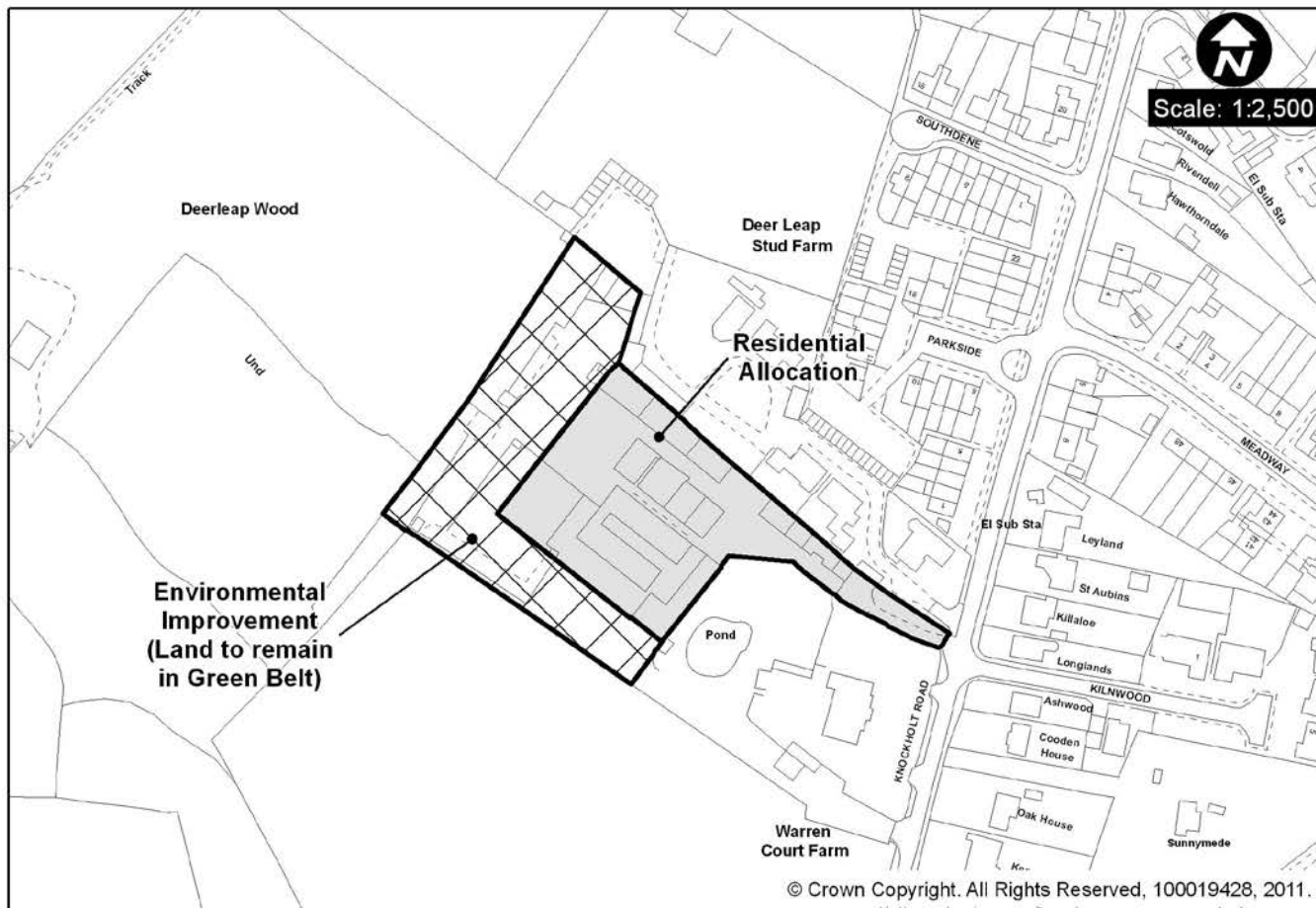
# H1(s) Leigh's Builders Yard, Edenbridge





<b>Site Address:</b>	Leigh's builders yard, Edenbridge	<b>Settlement:</b>	Edenbridge
<b>Ward:</b>	Edenbridge South and West	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Redundant Builder's Yard		
<p>Development Guidance;</p> <ul style="list-style-type: none"> <li>Proposals will need to retain and enhance Shefts Croft listed building and its setting</li> <li>Attached and detached housing is likely to be suitable on the site, in the form of a small close</li> <li>Site remediation may be necessary. This will not preclude development opportunities on this site</li> <li>Relationship of development to adjacent rest home and assisted care community will need careful consideration.</li> <li>This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> </ul> <p>Access – existing access onto Mill Hill (B2026)</p> <p>Delivery - promoted by owner for residential development</p>			
<b>Gross Area (Ha):</b>	0.42	<b>Net Area (Ha):</b>	0.42
<b>Approximate Density (DPH):</b>	30	<b>Net Capacity:</b>	13
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Promoted by owner

H1(t) Warren Court, Halstead



<b>Site Address:</b>	Warren Court, Halstead	<b>Settlement:</b>	Halstead
<b>Ward:</b>	Halstead, Knockholt and Badgers Mount	<b>Proposed Allocation:</b>	Residential
<b>Current use:</b>	Mixed Use (Industry and Offices)		

**Development Guide:**

- Residential development of the small-scale industrial site is proposed through this allocation. Site removed from the Green Belt to enable this allocation.
- The residential redevelopment must be carefully designed to minimise the impact on the surrounding countryside. It is likely to be most appropriate in the form of relatively low density attached/detached housing. Dwellings should be of similar height to the existing buildings on the site i.e. 1.5/2 storey dwellings, in order to reduce their impact. The scheme design should reflect the edge of settlement location of this site.
- Landscaping and planting will be required within the site to screen the site from surrounding countryside.
- The area around the southern and western boundary of the site (shown hatched on the plan) remains in the green belt and includes a large expanse of hard-standing, Leylandi planting and small-scale commercial buildings. Restoration and environmental improvement of this area will be required as part of any residential scheme. This restoration scheme should involve removing the hard-standing, non-native trees and buildings, to extend, improve and enhance the surrounding countryside, returning this area to the natural environment. This land should not be incorporated into residential curtilage. A buffer of woodland is required to protect and extend Deerleap wood to the rear of the site.
- Relationship of development to adjacent residential and farm buildings will need to be addressed
- Site remediation may be necessary. This will not preclude development opportunities on this site.
- Due to the relative inaccessibility of the site, improvements in public transport connectivity will be required. Improvements in footway links and provision an informal pedestrian crossing facility to connect to the existing bus stop facilities will be required.

Access – via existing access (developable site area reduced by 0.1 ha due to narrow access route)

Delivery – promoted by owner of site for residential development.

<b>Gross Area (Ha):</b>	0.6	<b>Net Area (Ha):</b>	0.5
<b>Approximate Density (DPH):</b>	25	<b>Net Capacity:</b>	13
<b>Phasing</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Promoted by owner



## MIXED USE SITES

### POLICY H2: MIXED USE DEVELOPMENT

The following sites (0.2 hectares or greater), shown on the Proposal and Site Maps, are allocated for mixed use development that incorporates an element of residential development.

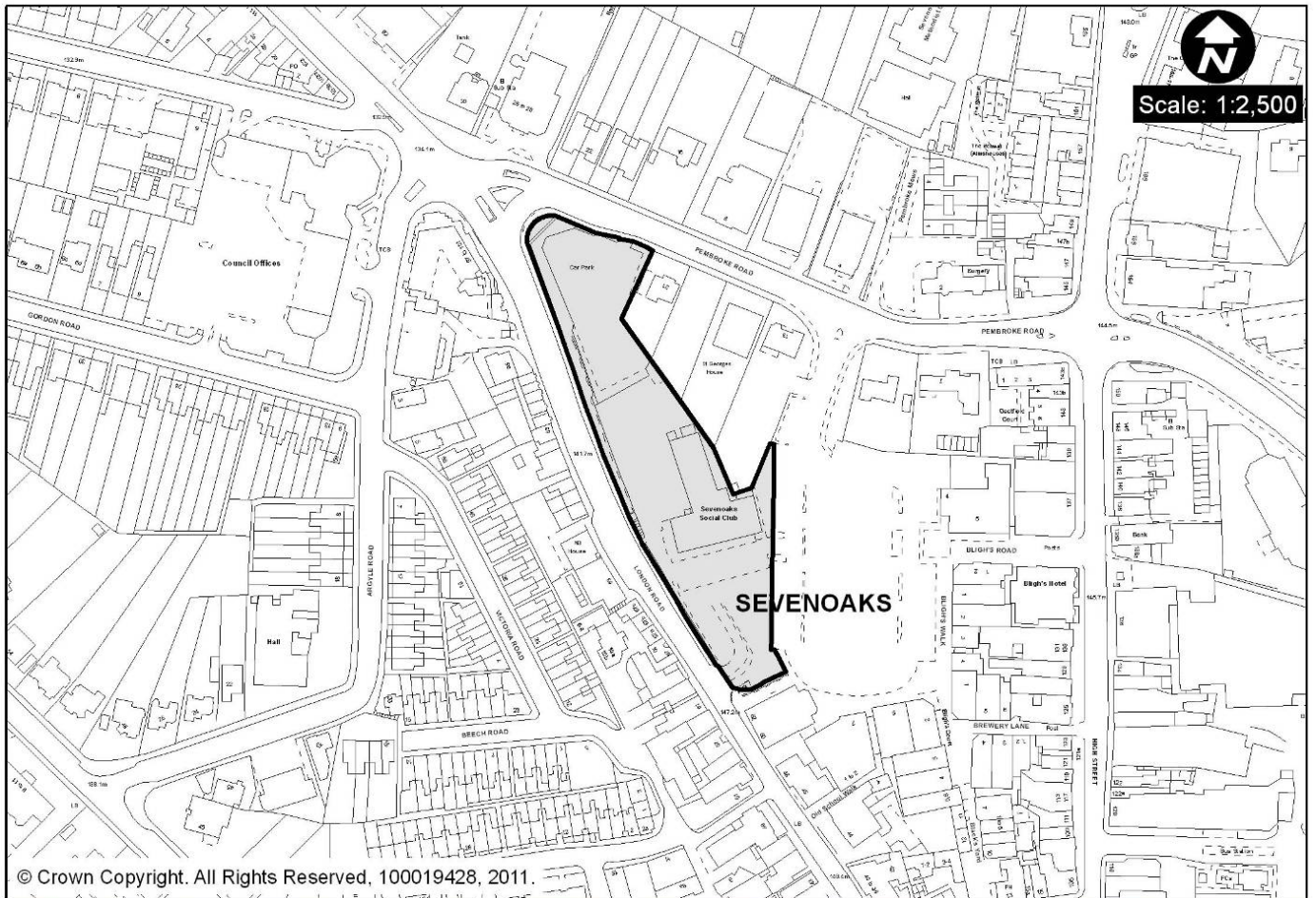
The purpose is to assist delivery of the Core Strategy housing requirements (3300 units) over the period 2006 - 2026 and to provide additional appropriate uses that compliment the provision of new houses.

These sites will provide for a range employment, retail and community facilities in addition to housing types, density, mix and tenure considered appropriate.

REF	SETTLEMENT/SITE ADDRESS	INDICATIVE SITE CAPACITY NO. UNITS
H2(a)	Land West of Bligh's Meadow, Sevenoaks	<b>TBC</b>
H2(b)	Post Office/Bt Exchange, South Park, Sevenoaks	30
H2(c)	Land East of High Street, Sevenoaks	n/a
H2(d)	Swanley Centre, Nightingale Way, Swanley (only as part of regeneration proposals)	<b>TBC</b>
H2(e)	Station Approach, Edenbridge	20
H2(f)	New Ash Green Village Centre, New Ash Green (only as part of regeneration proposals)	50
H2(g)	Powder Mills (Former GSK Site), Leigh	100
	Broom Hill, Swanley*	30
	<b>TOTAL</b>	<b>230</b>

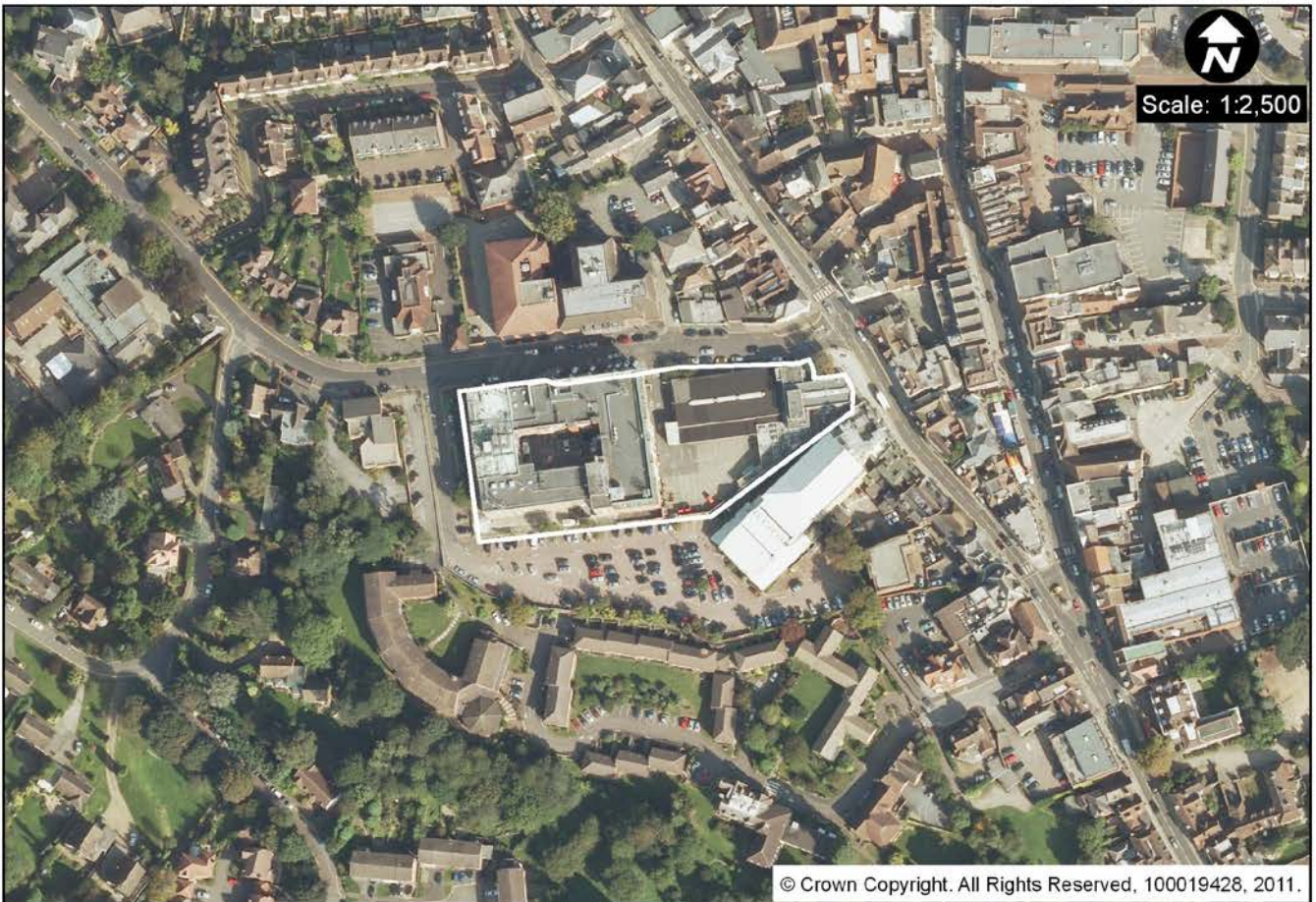
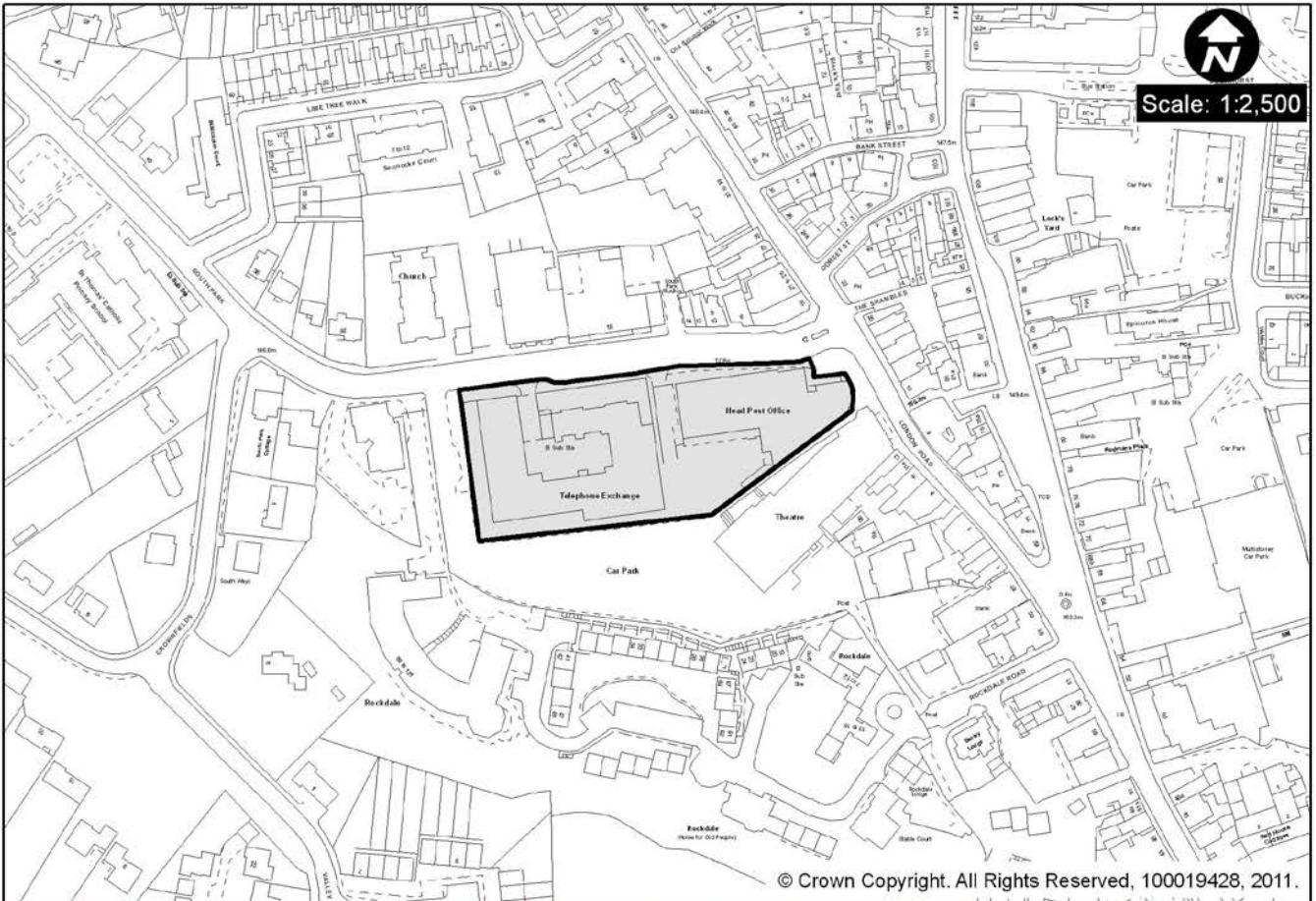
Whilst including an element of residential development, this allocation is employment led. Please see Policy EMP2

H2 (a) Land west of Bligh's Meadow, Sevenoaks **SITE SUBJECT TO PROMOTER DISCUSSIONS**



<b>Site Address:</b>	Land west of Bligh's Meadow, Sevenoaks	<b>Settlement:</b>	Sevenoaks
<b>Ward:</b>	Sevenoaks Town and St. Johns	<b>Allocation:</b>	
<b>Current Use / PP:</b>	Town centre/Car Parking		
<b>Development Guidance:</b>			
<b>Gross Area (Ha):</b>	0.60	<b>Net Area (Ha):</b>	
<b>Net Housing Capacity</b>		<b>Phasing</b>	

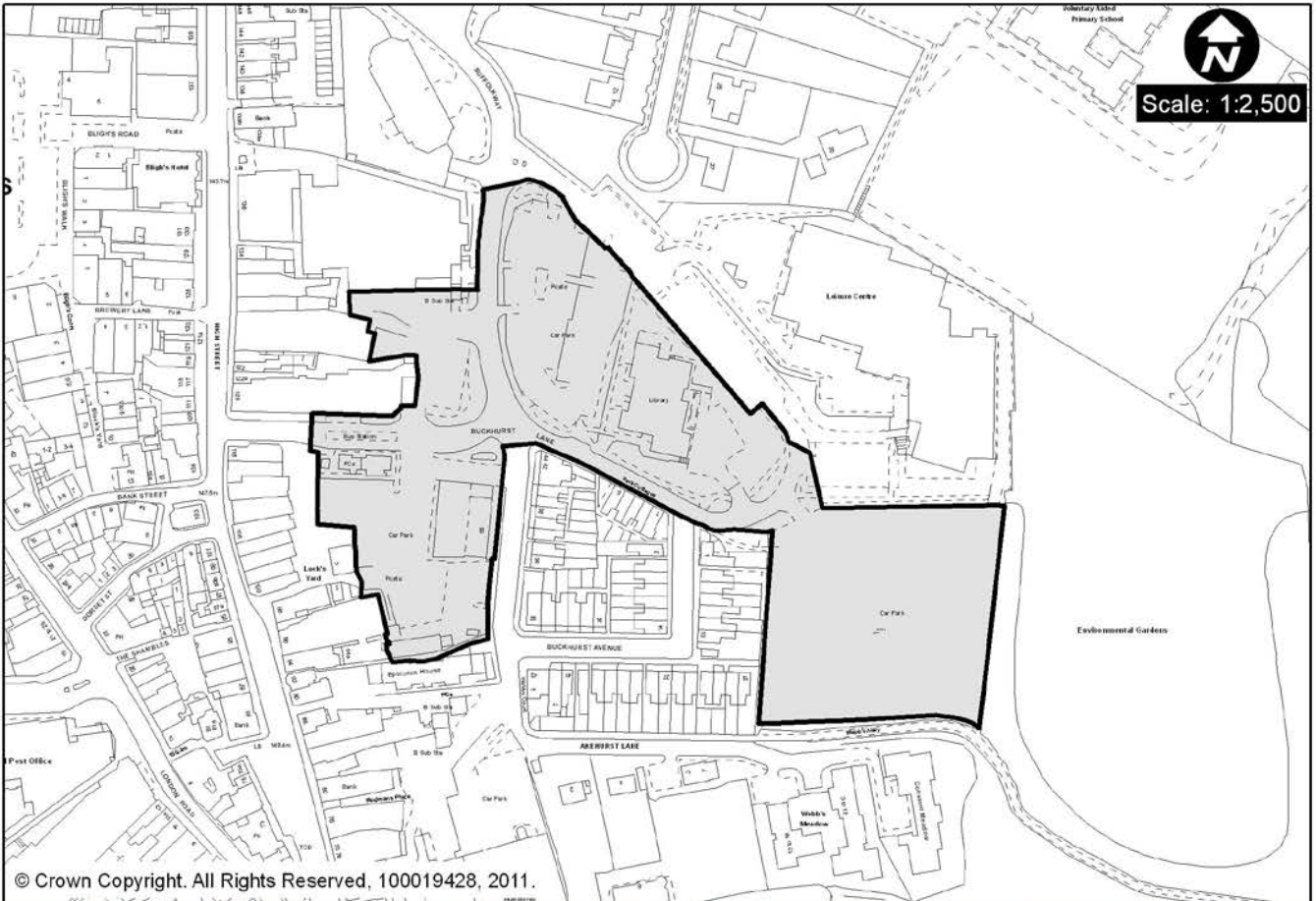
H2 (b) Post Office/BT Exchange, South Park, Sevenoaks





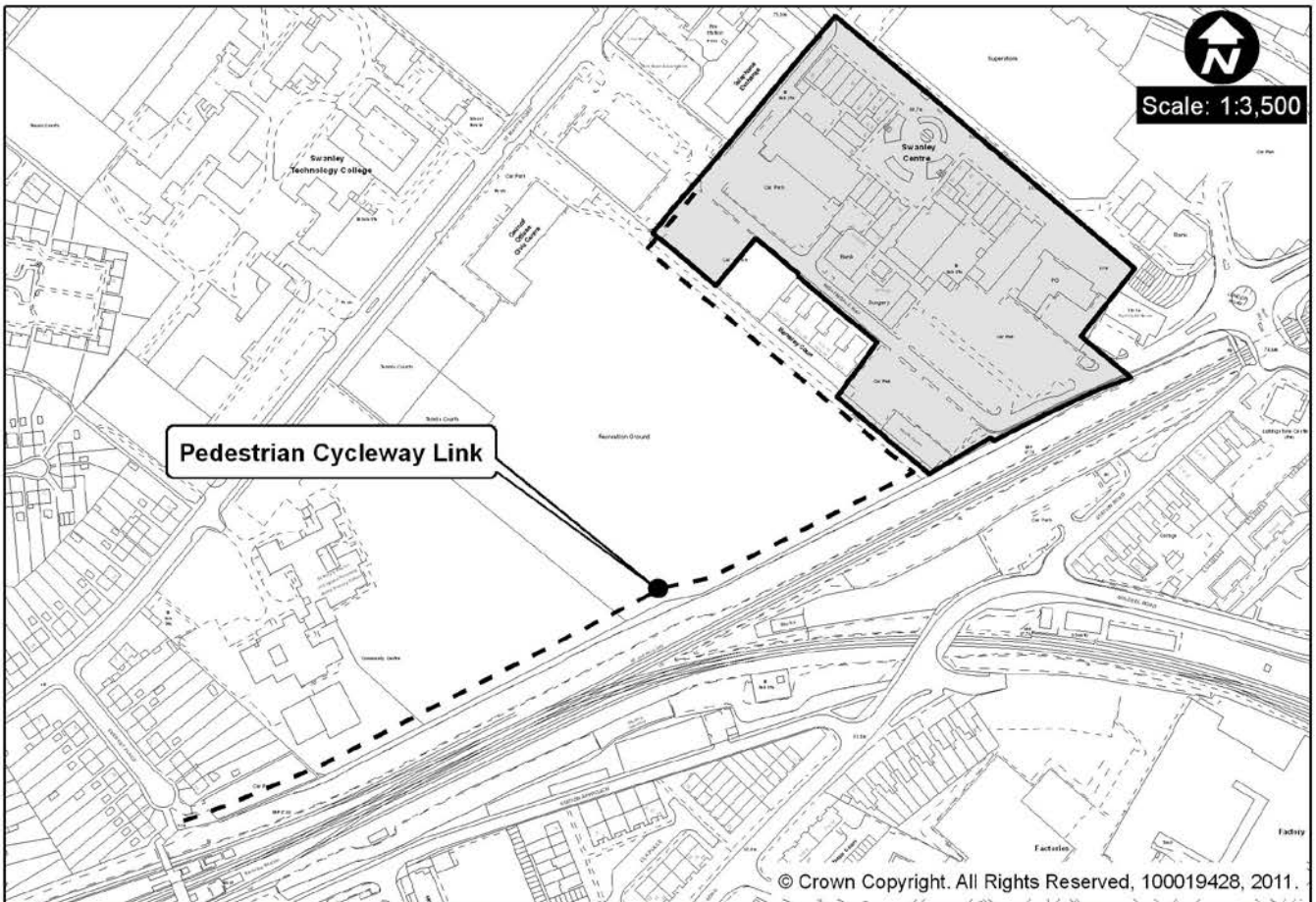
<b>Site Address:</b>	Post Office/BT Exchange, South Park, Sevenoaks	<b>Settlement:</b>	Sevenoaks
<b>Ward:</b>	Sevenoaks Town and St. Johns	<b>Proposed Allocation:</b>	Mixed Use
<b>Current use:</b>	Post Office & Sorting Office and Telephone Exchange		
<b>Development Guidance:</b>			
<ul style="list-style-type: none"> <li>• Comprehensive redevelopment of PO / BT site is preferred approach. However If one element of the site is available for redevelopment in advance of the other, the development should be designed in such a way so as not to preclude the future integration of development</li> <li>• Relocation of the BT Telephone Exchange and the Royal Mail Sorting Office is envisaged in line with the phasing outlined below. The retention of the Post Office counter facility in a prominent location in the town centre will be required;</li> <li>• Active retail/town centre uses should be provided on the London Road frontage and South Park junction</li> <li>• Potential for retail arcade / lane layout mirroring historic Sevenoaks street pattern at ground level with residential development above. Residential likely to be in the form of apartments, duplexes or townhouses.</li> <li>• Development should improve linkages to the town centre</li> </ul> <p>Access – servicing, parking and access arrangements will need careful consideration once the mix of uses is determined</p> <p>Delivery - Royal Mail site likely to be available in next five years. BT have indicated that their site will be available on a longer timescale (i.e. 11-15 years)</p>			
<b>Gross Area (Ha):</b>	1.1	<b>Net Area (Ha):</b>	1.1
<b>Net Housing Capacity</b>	30	<b>Phasing</b>	0-5 yrs (PO) 2012-16 11-15 yrs (BT) 2022-26

H2 (c) Land East of High Street, Sevenoaks **TBC - RETAIL CAPACITY LIKELY TO BE MET ELSEWHERE**



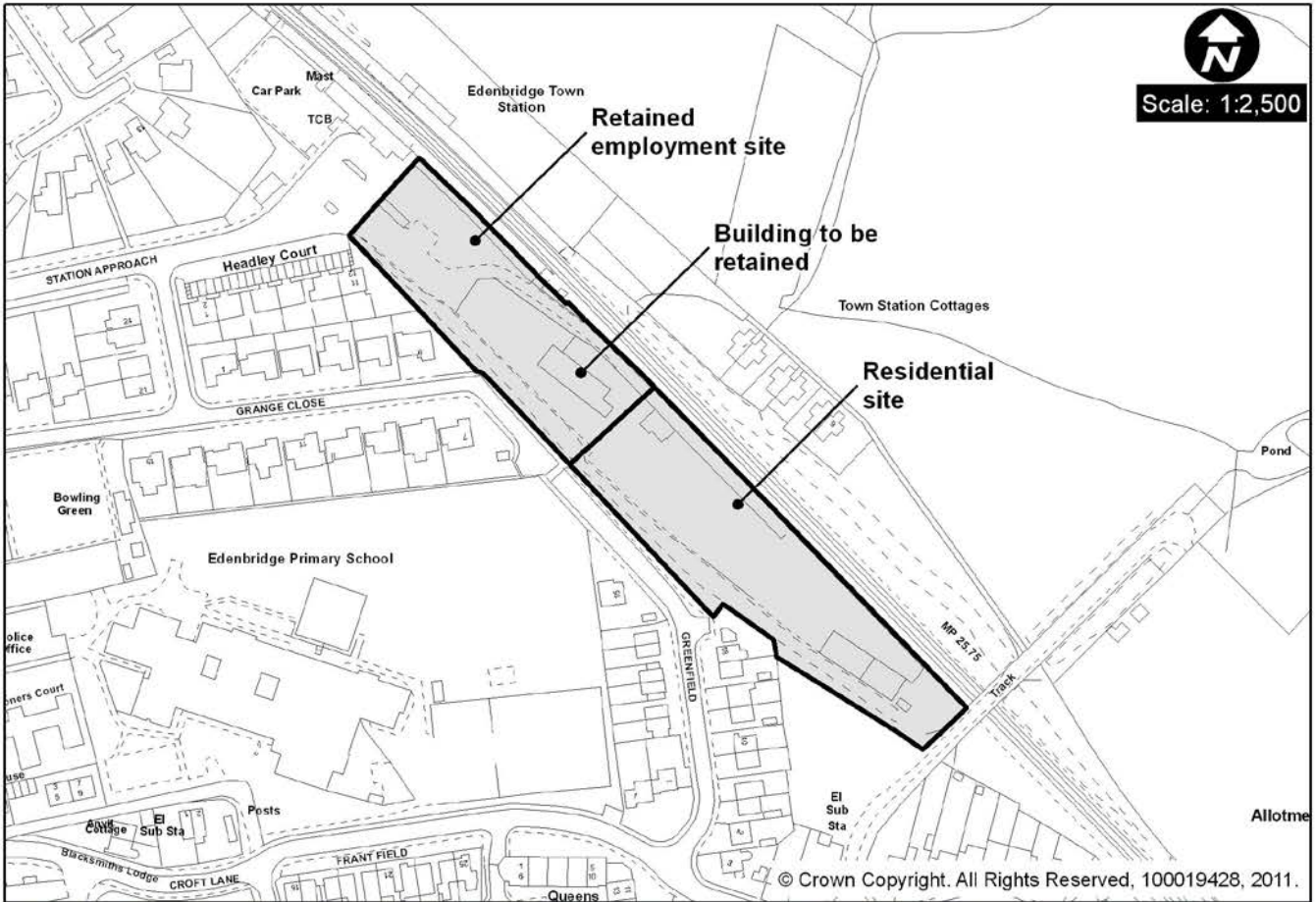
<b>Site Address:</b>	Land East of High Street, Sevenoaks	<b>Settlement:</b>	Sevenoaks
<b>Ward:</b>	Sevenoaks Town and St.Johns	<b>Proposed Allocation:</b>	
<b>Current use:</b>	Car Parking, library and offices		
<b>Development Guide:</b>			
<b>Gross Area (Ha):</b>	2.0	<b>Net Area (Ha):</b>	
		<b>Phasing</b>	

H2(d) Swanley Town Centre Regeneration Area **SITE SUBJECT TO PROMOTER DISCUSSIONS**



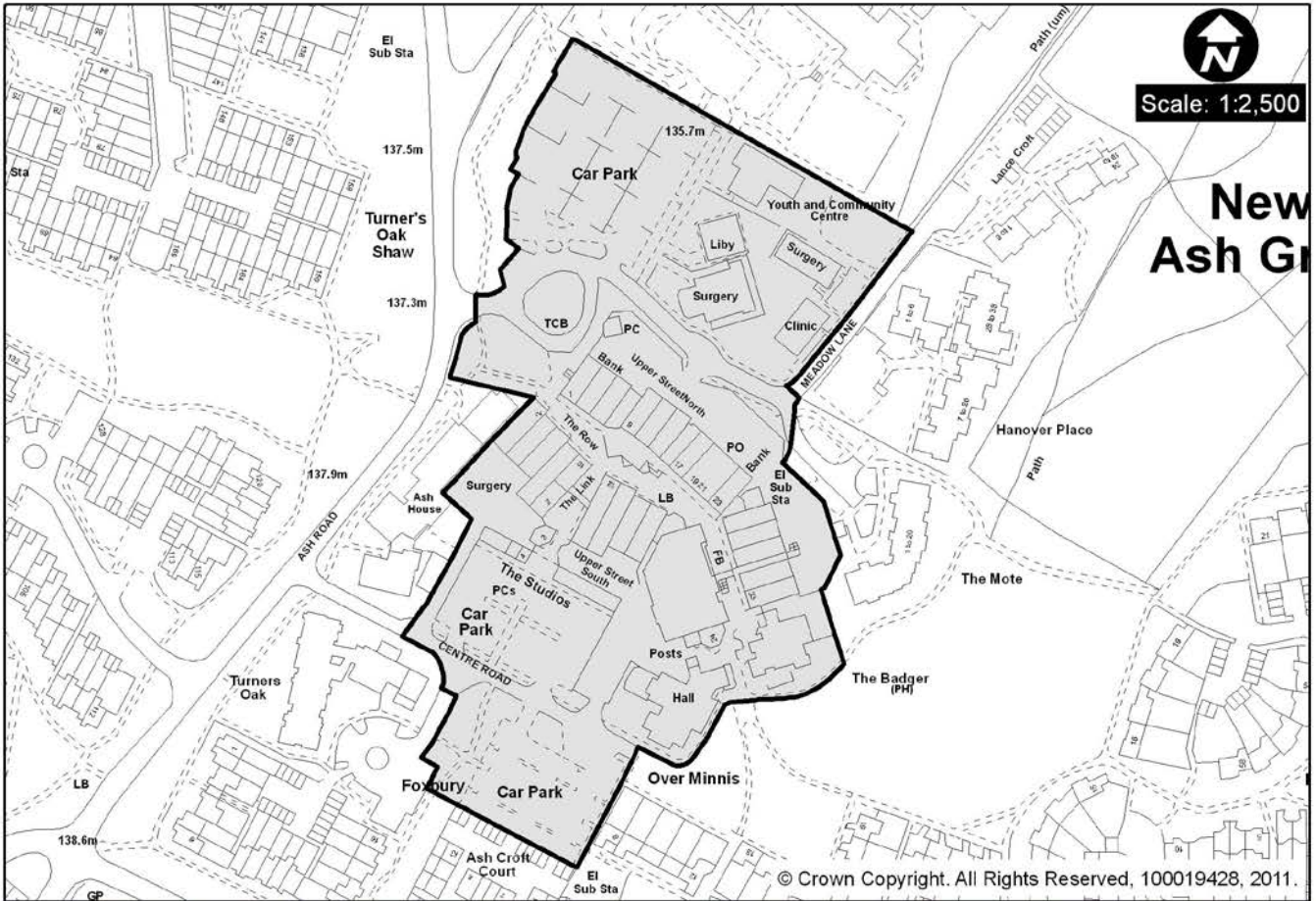
<b>Site Address:</b>	Swanley Town Centre Regeneration Area	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley St Mary's	<b>Allocation:</b>	
<b>Current use</b>	Town centre uses and open space		
<b>Development Guide:</b>			
<b>Gross Area (Ha):</b>	2.6	<b>Net Area (Ha):</b>	
<b>Net Housing Capacity</b>		<b>Phasing</b>	

# H2 (e) Station Approach, Edenbridge



<b>Site Address:</b>	Station Approach, Edenbridge	<b>Settlement:</b>	Edenbridge
<b>Ward:</b>	Edenbridge North and East	<b>Proposed Allocation:</b>	Mixed Use – Employment and Residential
<b>Current use:</b>	Builder's Merchant		
<b>Development Guide:</b>			
<ul style="list-style-type: none"> <li>• The area of employment land on northern portion of site should be retained; including the historic train-shed brick building on site (recommended in employment use);</li> <li>• Southern end of site allocated for residential</li> <li>• Site adjacent to railway – a vegetation screening / buffer zone will be required to protect residential amenity</li> <li>• Residential likely to be most appropriate in the form of apartments and townhouses.</li> <li>• This site is also considered suitable for housing specifically designed for older people (including those with special needs), as it is close to a range of services that would provide for the needs of future occupants.</li> </ul>			
Access – Access to employment space from existing access on Station Approach. Access to residential from Greenfield			
Delivery – site promoted for mixed use by owner, Network Rail			
<b>Gross Area (Ha):</b>	1.0 (employment 0.5 / residential 0.5)	<b>Net Area (Ha):</b>	1.0
<b>Net Housing Capacity</b>	20	<b>Phasing</b>	0-5 years (2012-2016)

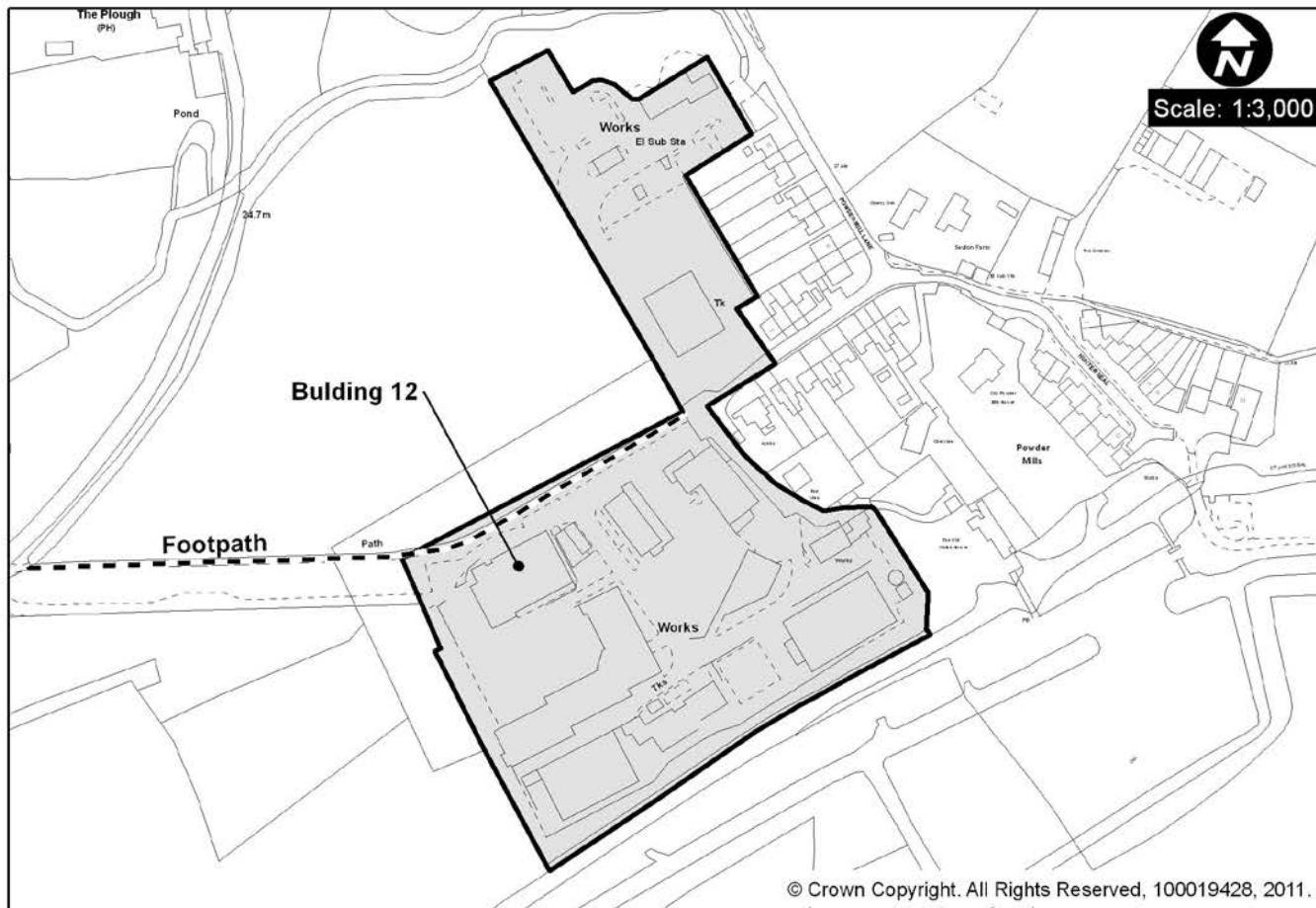
H2 (f) New Ash Green Village Centre, New Ash Green





<b>Site Address:</b>	New Ash Green Village Centre, New Ash Green	<b>Settlement:</b>	New Ash Green
<b>Ward:</b>	Ash	<b>Proposed Allocation:</b>	Mixed use including residential as part of a regeneration scheme for the village centre
<b>Current Use / PP:</b>	Village centre uses (retail and services, community facilities, parking) and residential		
<b>Development Guide:</b>			
<ul style="list-style-type: none"> <li>Residential element (in the form of apartments) as an enabler as part of the regeneration scheme for the wider village centre</li> <li>8% of site covered by Tree Preservation Order</li> <li>Development should achieve a satisfactory relationship with the adjoining housing and open space (The Mote)</li> <li>Proposals should include retail, employment and community facilities and services</li> <li>Requires public realm improvements</li> <li>Parking to be re-provided as part of scheme</li> <li>Provision of small office/business space accommodation</li> </ul>			
<p>Access – servicing, parking and access arrangements will need careful consideration once the mix of uses is determined</p> <p>Delivery - SDC working with multiple site owners to bring forward scheme on site. SDC would like the village centre regeneration to take place as soon as feasible, but the phasing indicated below provides a precautionary / long-range scenario.</p>			
<b>Gross Area (Ha):</b>	1.87	<b>Net Area (Ha):</b>	1.87
<b>Housing Capacity:</b>	50	<b>Phasing</b>	10-15 years (2022-26) (although earlier if feasible)

# H2 (g) Glaxo Smith Kline, Powder Mills, Leigh



<b>Site Address:</b>	Glaxo Smith Kline, Powder Mills, Leigh	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Leigh and Chiddingstone Causeway	<b>Proposed Allocation:</b>	Residential Led Mixed Use
<b>Current use:</b>	Mixed Use – Offices, Warehousing & General Industrial (vacant)		

**Development Guide:**

- An independent study sets out that the preferred option for the redevelopment of the site is to retain 'Building 12' and release the remainder of the site for residential development of a mix of unit types (detached and attached). Any proposals for residential development that does not include the retention of 'Building 12' would need to justify the loss of employment in line with Policy SP8 of the Sevenoaks Core Strategy.
- Any redevelopment is restricted to the replacement of the existing 'footprint' of buildings at the site in accordance with national Green Belt Policy.
- The existing residential units outside of the secure element of the site should be retained and are not included within the formal allocation.
- Any redevelopment of the site will be contingent on the inclusion of accessibility improvements, which will be required as part of any planning application, to improve the sustainability of the site.
- Part of the site contains the remains of a gunpowder manufacturing facility dating back to 1811, as such the site is listed in the English Heritage document 'Monument Protection Programme: Gunpowder Mills' (1998), where it is assessed as 'not of schedulable quality but undoubtedly of regional value'. Redevelopment proposals should be designed in a manner that respects the historic nature of the site and preserves archaeological interest.
- The site is partially covered by Flood Zone 3B. No development should take place within this area. Both north and west existing access points to Powder Mills Lane should be maintained to ensure an acceptable 'dry escape route' in the event of severe flooding.
- In relation to remediation, a small number of localised areas of contamination have been identified within the Site. Any redevelopment permission will be conditioned to require further assessment and/or remediation of these areas. This will not preclude development opportunities on this site.
- Retention of Public Footpath through site

Access – Both north and west existing access points to Powder Mills Lane should be maintained to ensure an acceptable 'dry escape route' in the event of severe flooding

Delivery – the owner (GSK) is promoting the site for redevelopment

<b>Gross Area (Ha):</b>	3.29	<b>Net Area (Ha):</b>	3.19 (related to building 12)
<b>Housing capacity</b>	100	<b>Phasing</b>	0-5 years (2012-2016)

## EMPLOYMENT SITES

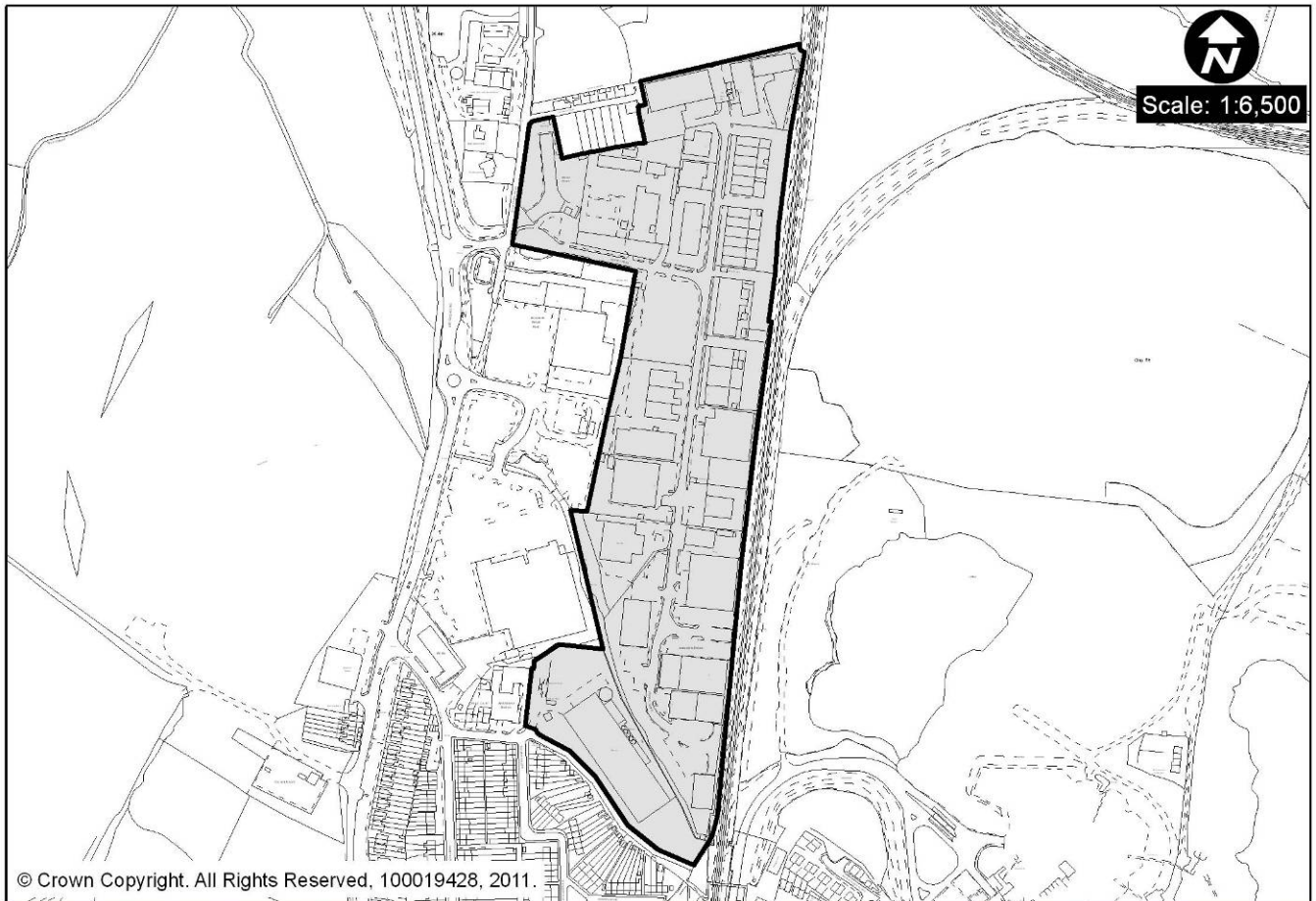
Core Strategy Policy SP8 is the overarching strategic policy that provides for the retention and creation of employment and business facilities throughout the District, and promotes a flexible approach to the use of land for business and employment purposes.

It is the role of this document to formally identify the sites to which sites policy SP8 of the Core Strategy applies.

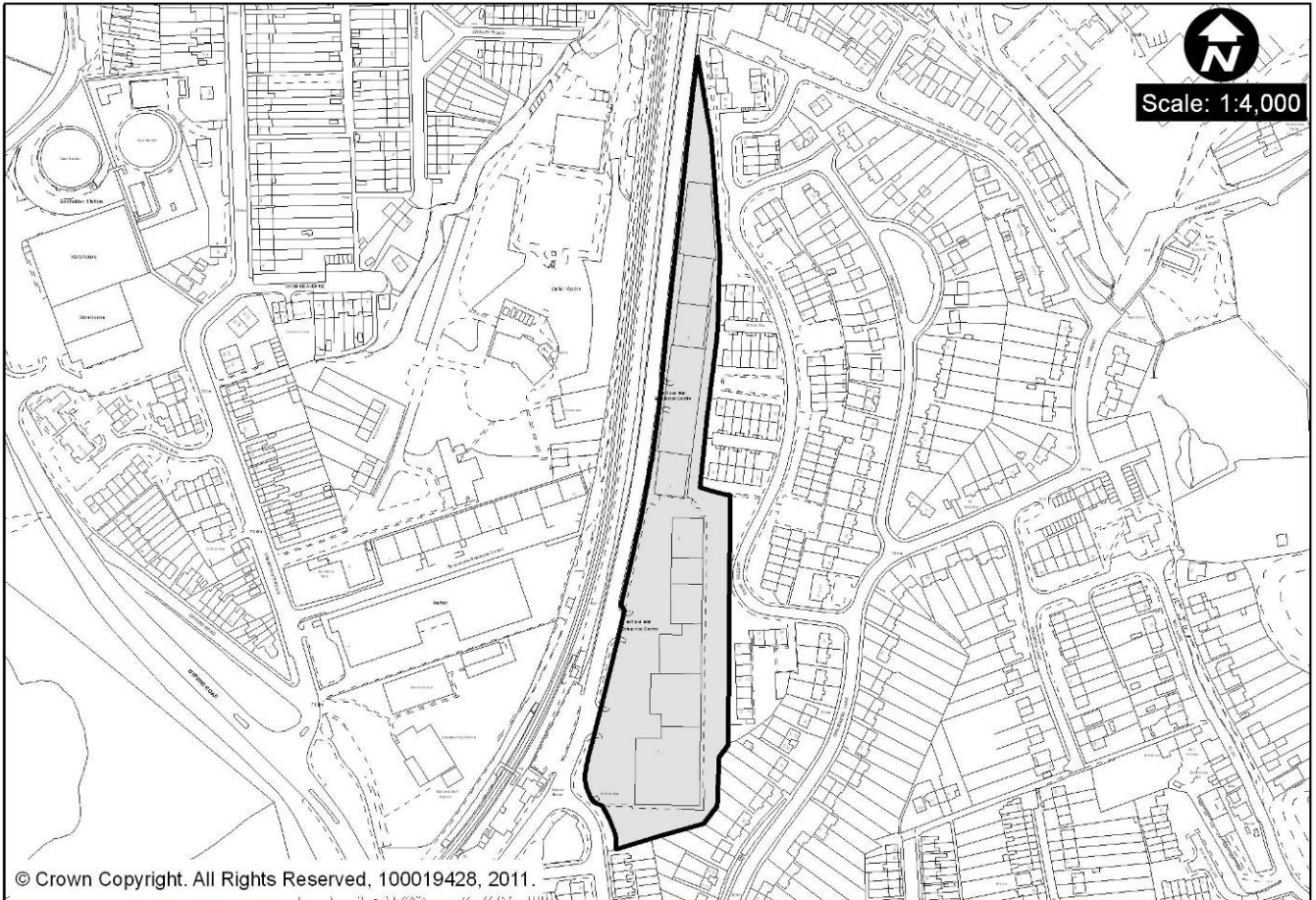
Policy EMP1 of this document therefore identifies that the following sites will be retained or allocated for Business Use across the District for B1 – B8 uses. Site location plans are included to show the extent of the sites, whilst the site areas and existing uses are detailed below. Further detail on each of these existing employment sites can be found in the Councils Employment Land Review (2007) evidence base document.

REF:	SETTLEMENT	SITE AREA (HA)	CURRENT USE
	<b><u>Sevenoaks Urban Area</u></b>		
EMP1(a)	Vestry Road, Sevenoaks	11.3	Office & Industry
EMP1(b)	Bat & Ball Enterprise Centre, Sevenoaks	1.8	Warehouse & Industry
EMP1(c)	British Telecom, Sevenoaks	1.8	Offices
EMP1(d)	Erskine House, Sevenoaks	0.5	Offices
EMP1(e)	Hardy's Yard, Riverhead	1.3	Office & Industry
EMP1(f)	High Street, Sevenoaks	1.5	Offices
EMP1(g)	London Road, Sevenoaks	4.0	Offices & Residential
EMP1(h)	Morewood Close (Outside Housing Area), Sevenoaks	3.7	Offices, Warehousing & Industry
EMP1(i)	South Park , Sevenoaks	0.2	Offices & Medical Centre
EMP1(j)	Tubs Hill House, Tubs Hill Road, Sevenoaks	0.4	Office
	<b><u>Swanley</u></b>		
EMP1(k)	Wested Lane Industrial Estate, Swanley	8.2	Depot, Warehousing, Industry
EMP1(l)	Swanley Town Council Offices, Swanley	0.4	Offices, Banqueting
EMP1(m)	Swan Mill, Goldsel Road, Swanley	2.6	Industry
EMP1(n)	Horizon House, Swanley	0.3	Offices
EMP1(o)	Media House, Swanley	0.3	Offices
EMP1(p)	Moreton Industrial Estate, Swanley	1.8	Depot & Warehousing
EMP1(q)	Park Road Industrial Estate, Swanley	1.3	Offices, Warehousing & Industry
EMP1(r)	Southern Cross Ind. Estate, Swanley	1.9	Depot & Warehousing
EMP1(s)	Swanley Library & Information Centre, Swanley	0.7	Offices, library, fire station, BT exchange.
EMP1(t)	Teardrop Industrial Estate, Swanley	3.4	Offices, Warehousing, recycling Station & Highways Depot.
EMP1(u)	The Technology Centre, Swanley	1.9	Offices, Warehousing & Industry
EMP1(v)	Trading Estate to rear of Premier Inn, Swanley	0.6	Offices & Industry
	<b><u>Edenbridge</u></b>		
EMP1(w)	Station Road, Edenbridge	18.8	Offices, Warehousing & Industry
EMP1(x)	Edenbridge Trading Centre/ Warsop Trading Centre	1.6	Offices, Warehousing & Industry
	<b><u>Other Settlements</u></b>		
EMP1(y)	Westerham Trading Centre, Westerham	3.7	Offices & Warehousing
EMP1(z)	Blue Chalet Industrial Park, West Kingsdown	0.9	Industry, Offices and Vehicle repairs.
EMP1(zz)	Horton Kirby Trading Estate, South Darenth	0.8	Office & Industry

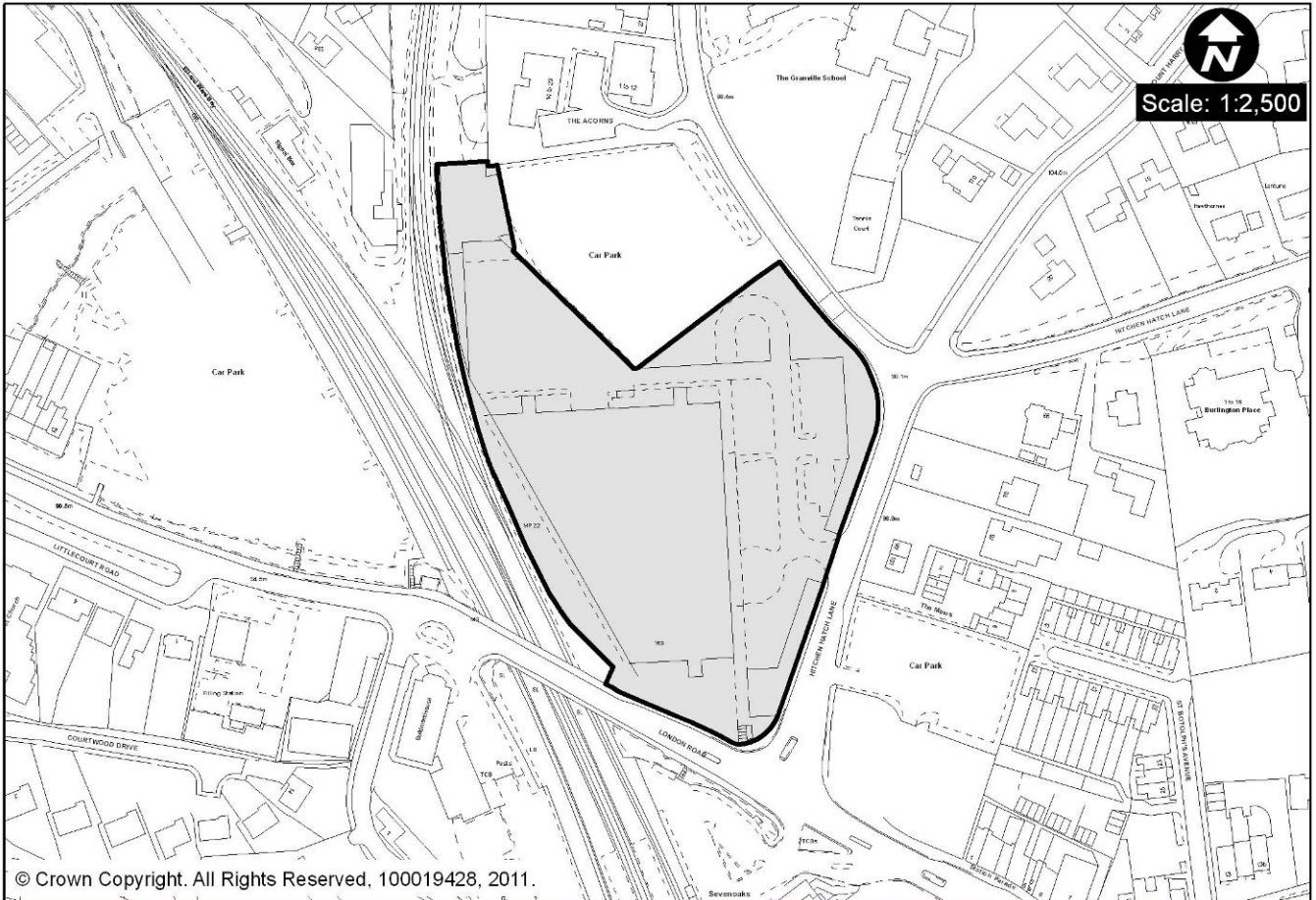
EMP1(a) Vestry Road, Sevenoaks (11.3ha)



EMP1(b) - Bat & Ball Enterprise Centre, Sevenoaks (1.8ha)



EMP1(c) British Telecom, London Road, Sevenoaks (1.8 ha)

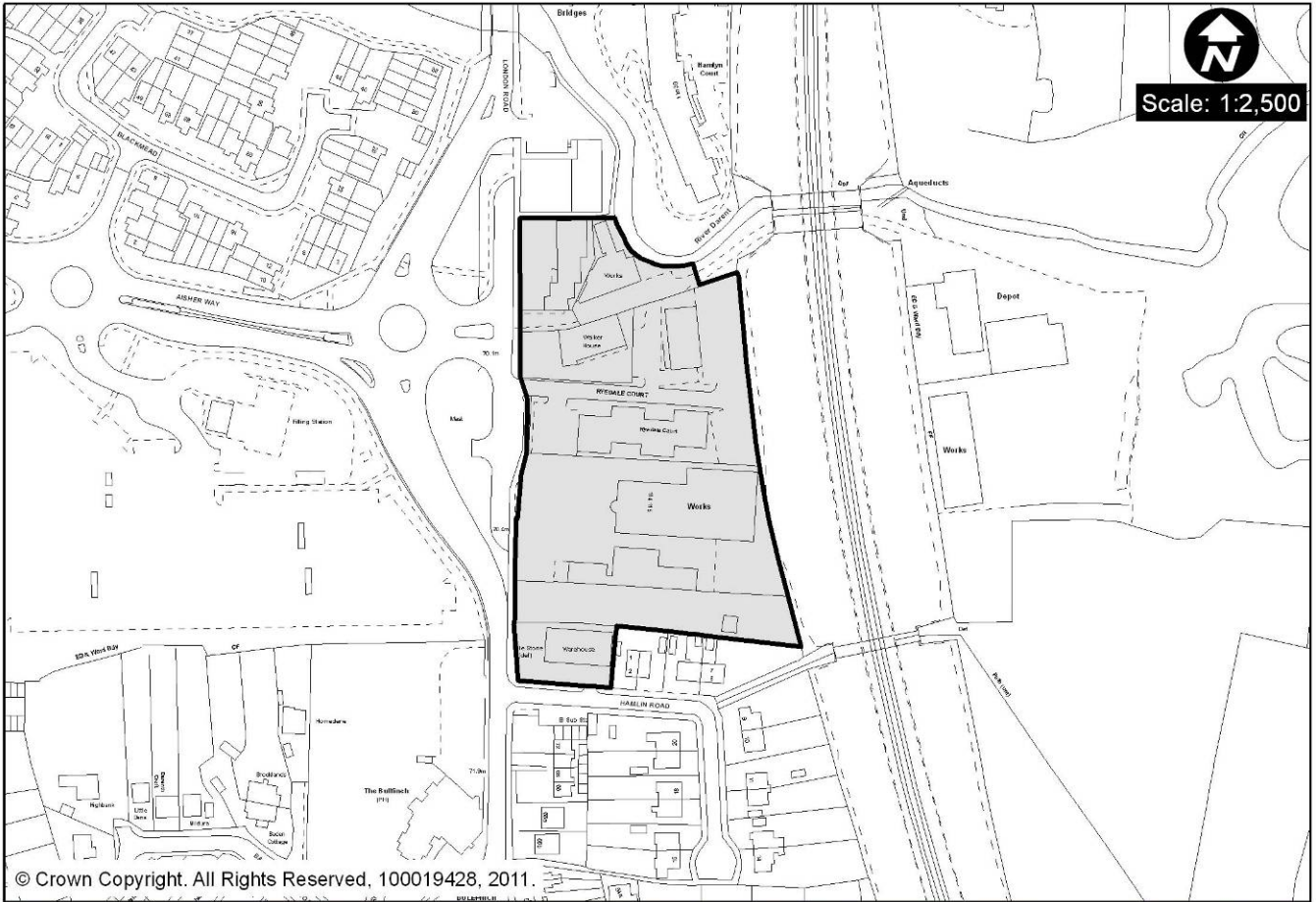




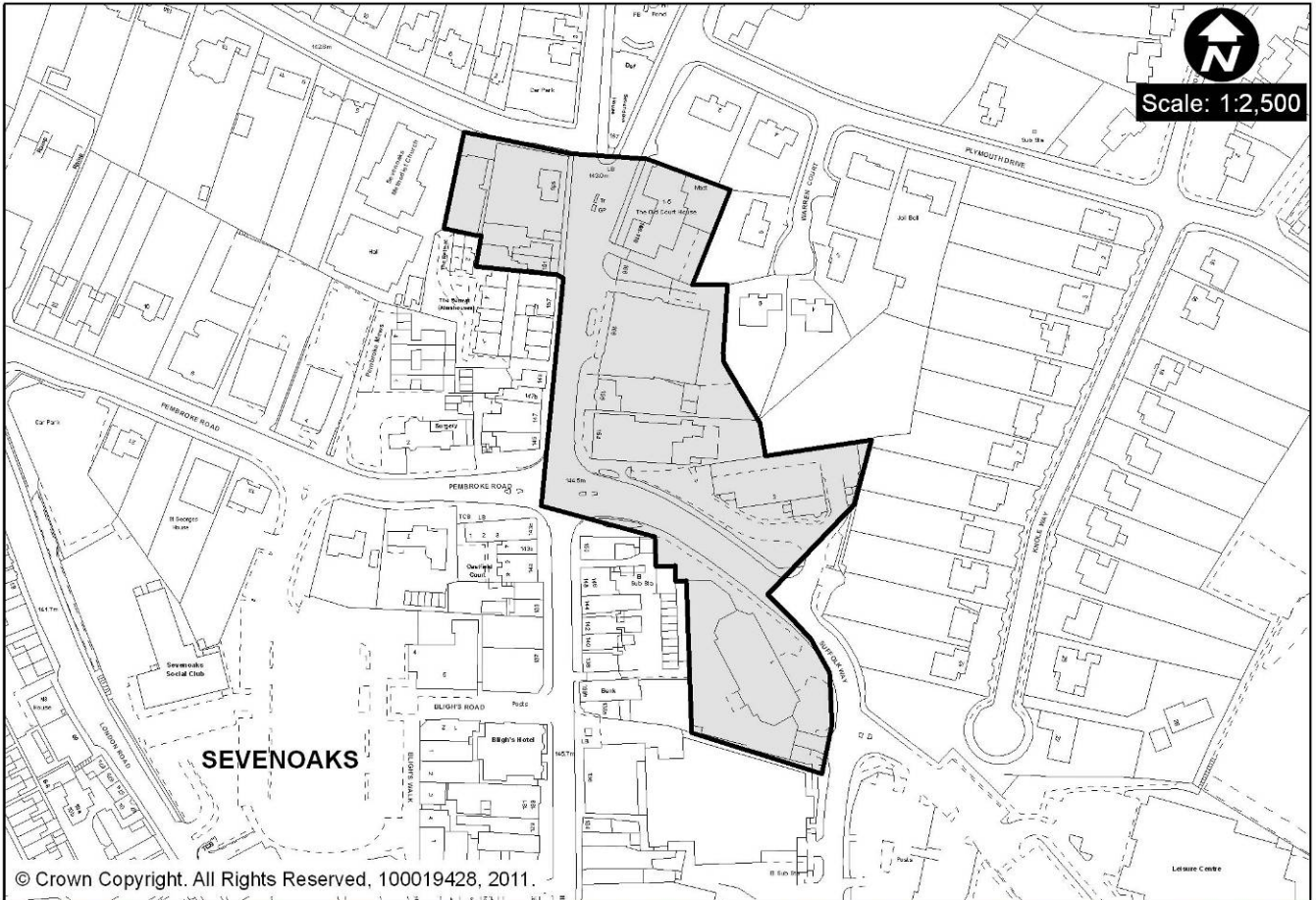
EMP1(d) Erskine House, Oak Hill Road, Sevenoaks (0.5ha)



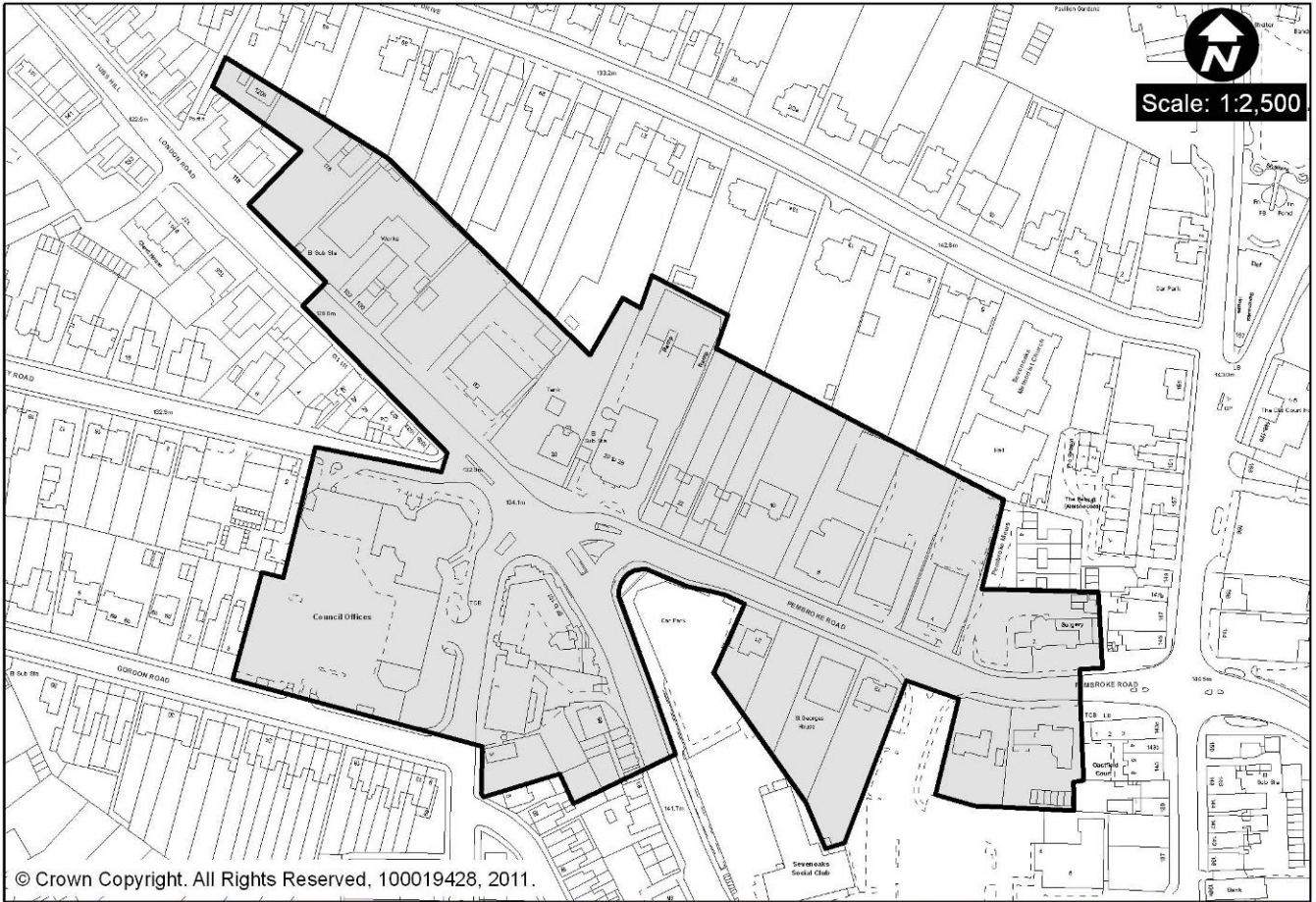
EMP1(e) Hardy's Yard, Riverhead (1.3ha)



EMP1(f) High Street, Sevenoaks (1.5ha)



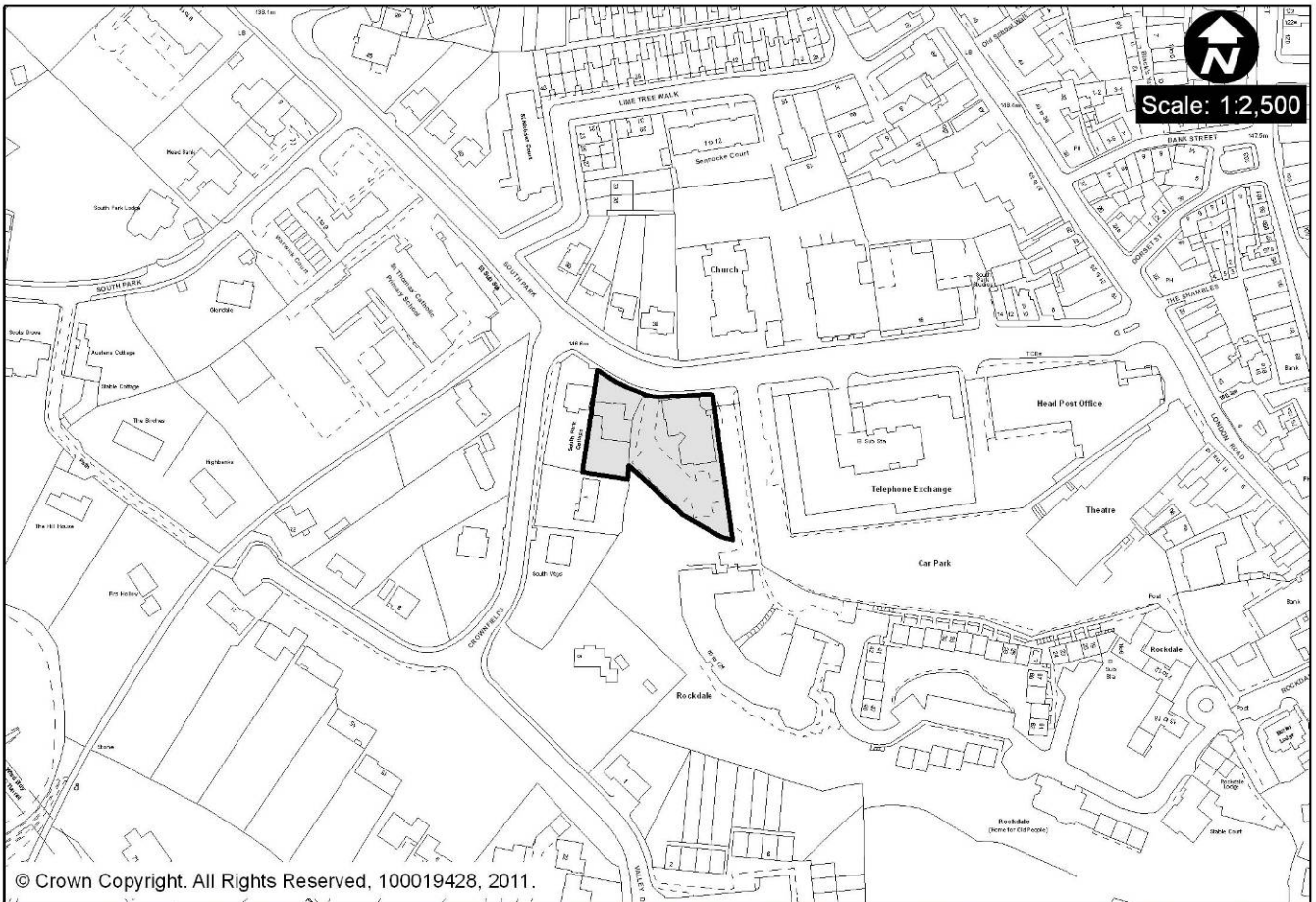
EMP1(g) London Road, Sevenoaks (4.0ha)



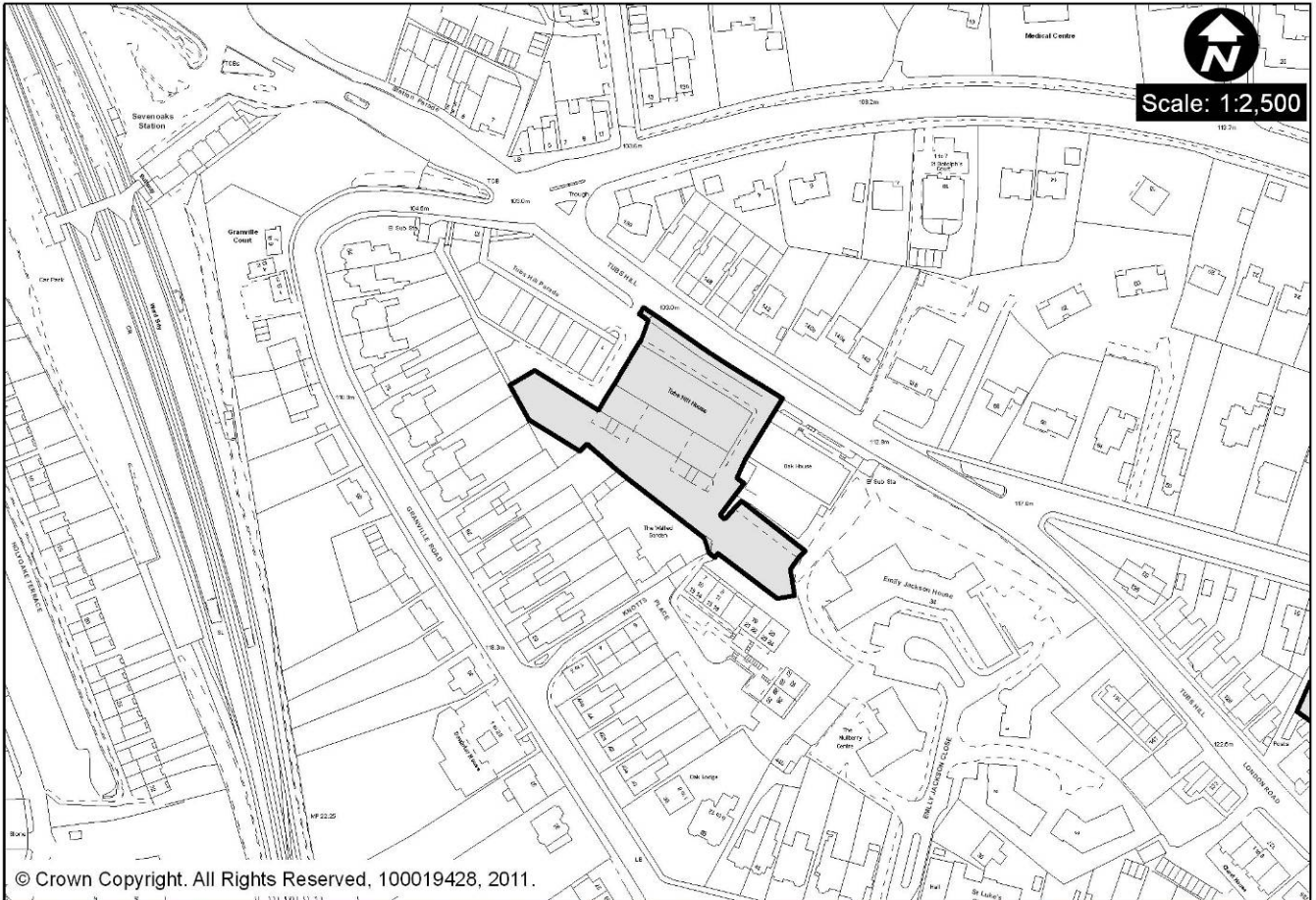
EMP1(h) Morewood Close (outside housing area), Sevenoaks (3.7ha)



EMP1(i) South Park, Sevenoaks (0.2ha)



EMP1(j) Tubs Hill House, Tubs Hill, Sevenoaks (0.4ha)

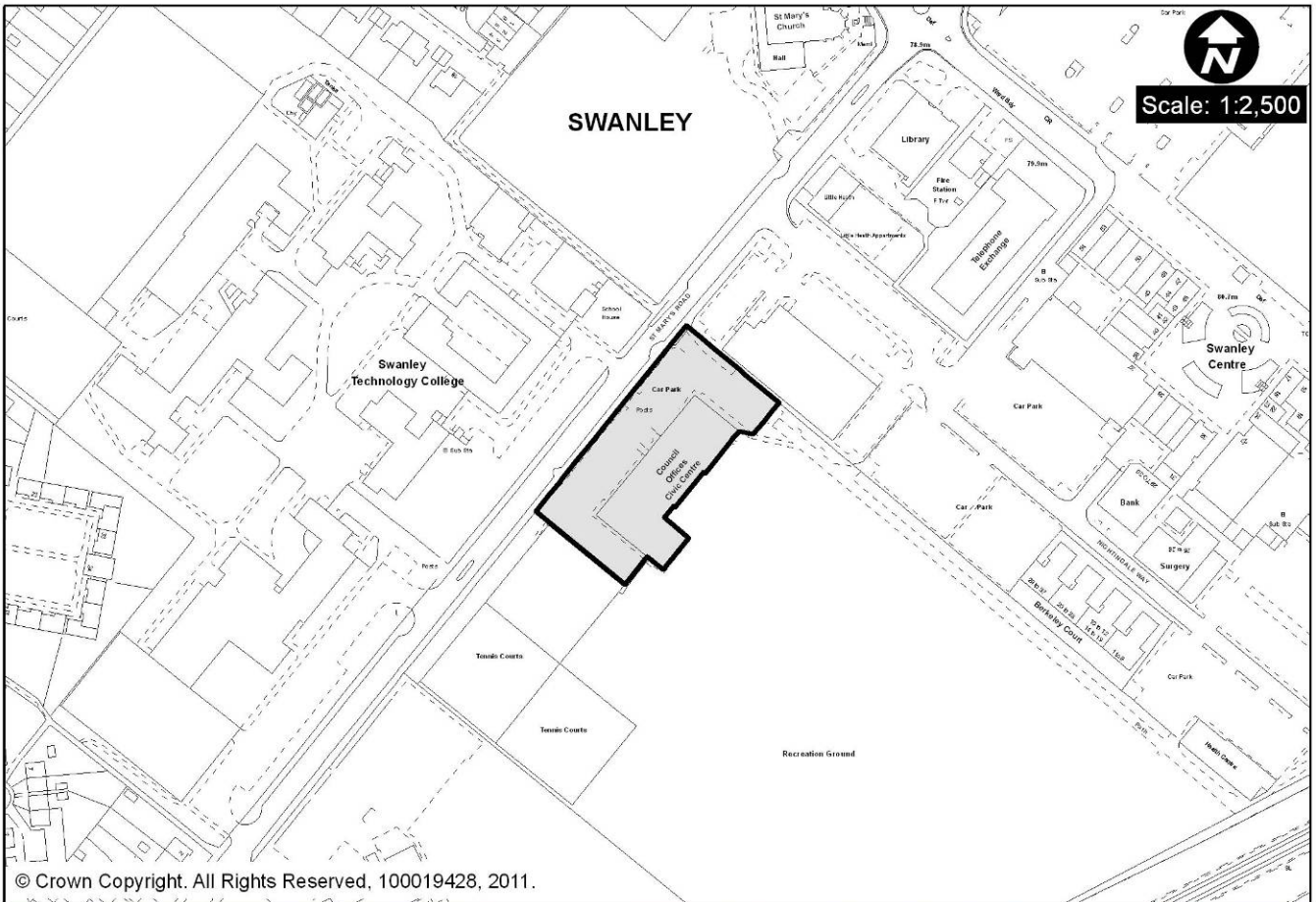


EMP1(k) Wested Lane Industrial Estate, Swanley (8.2ha)

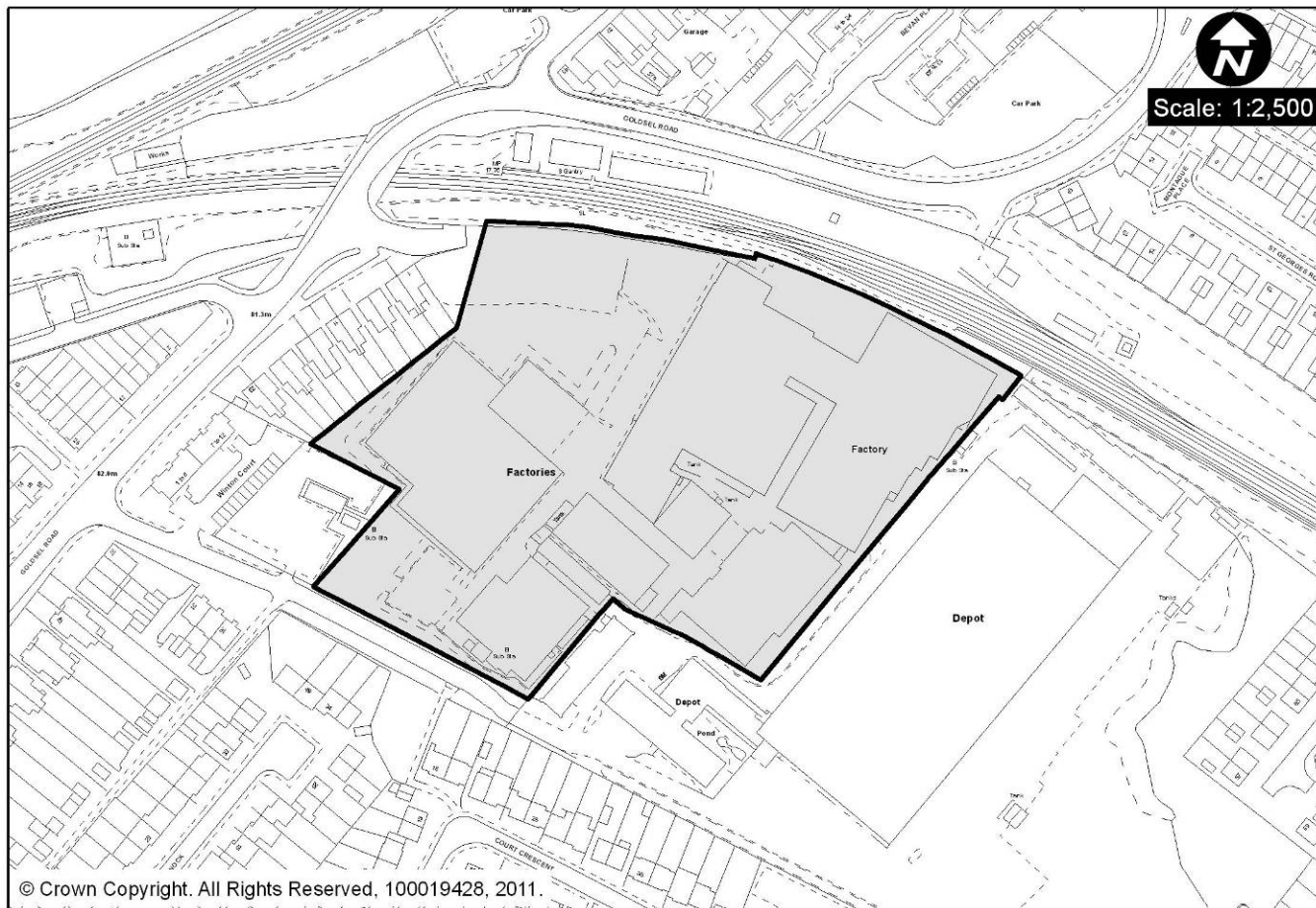




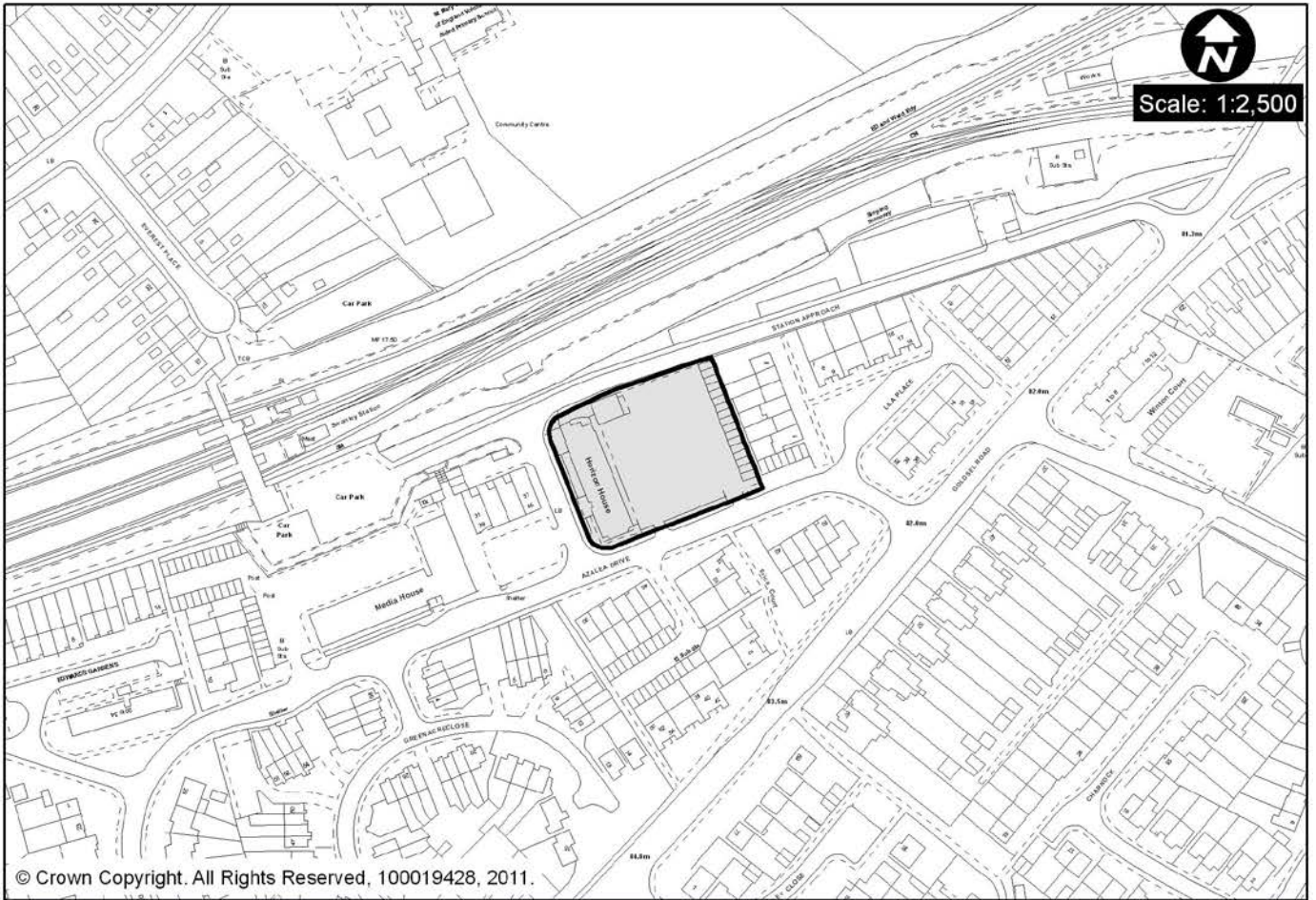
EMP1(I)Swanley Town Council Offices, Swanley (0.4ha)



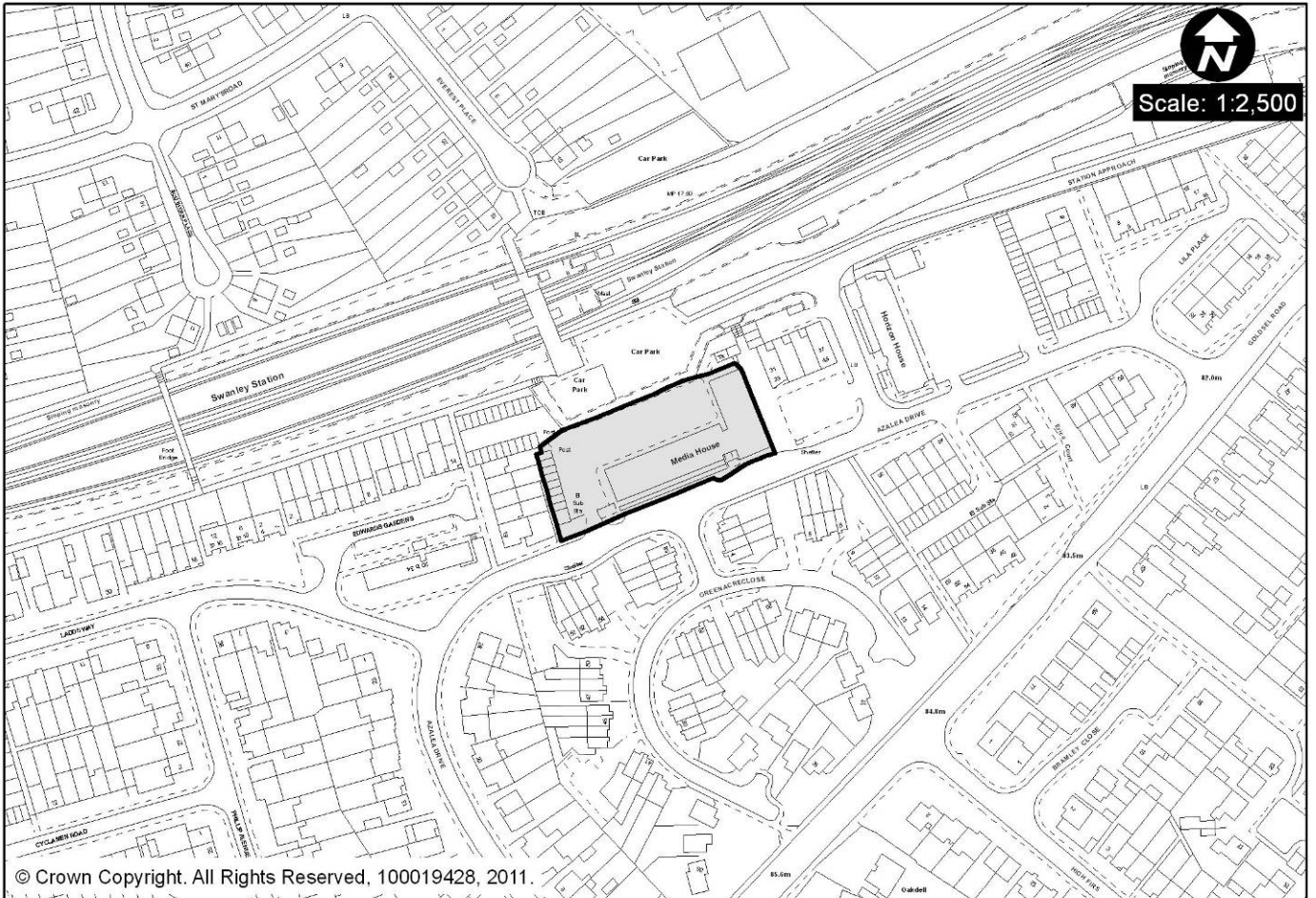
EMP1(m) Swan Mill, Goldsel Road, Swanley (2.6ha)



EMP1(n) Horizon House, Swanley (0.3ha)



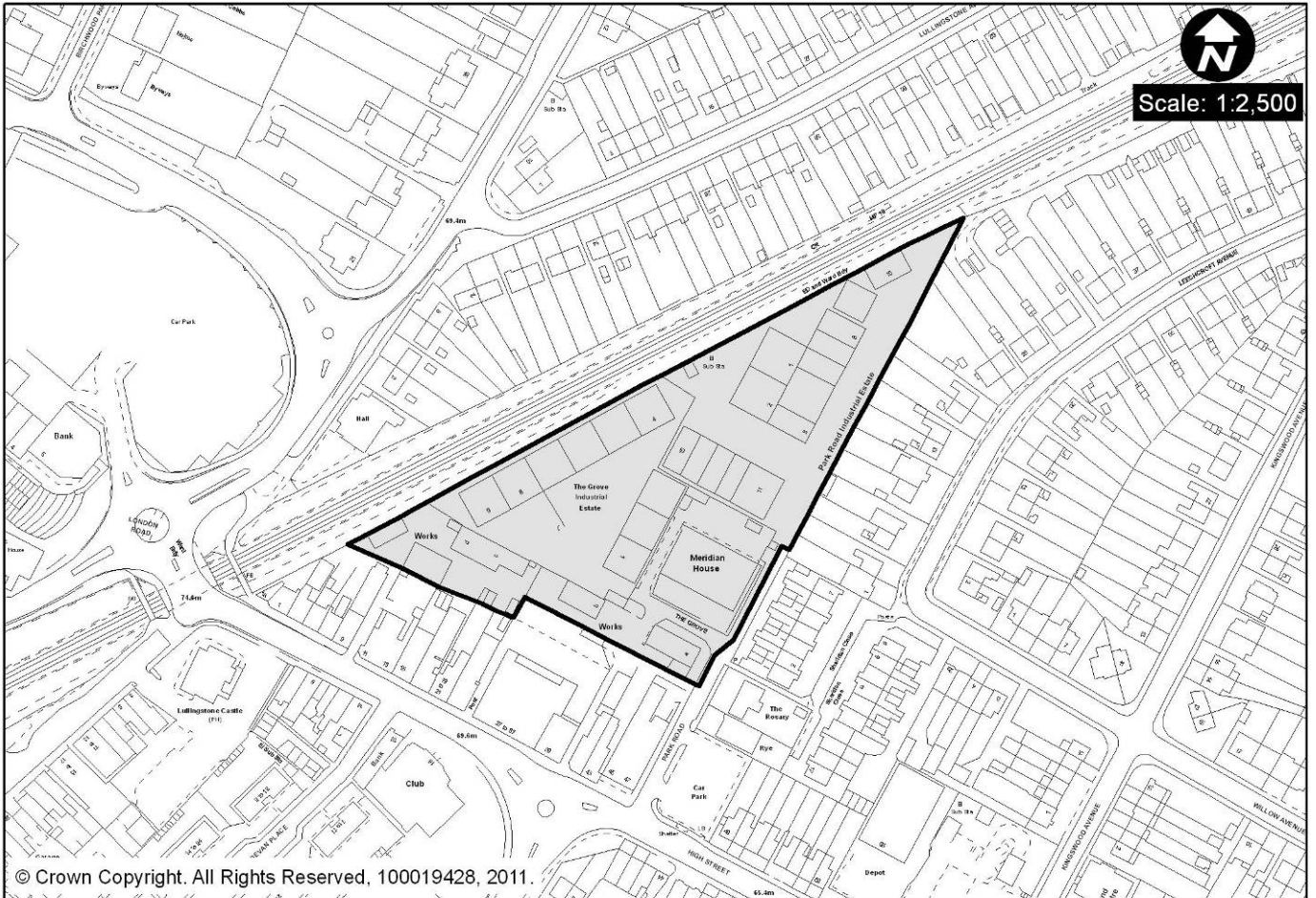
EMP1(o) Media House, Swanley (0.3ha)



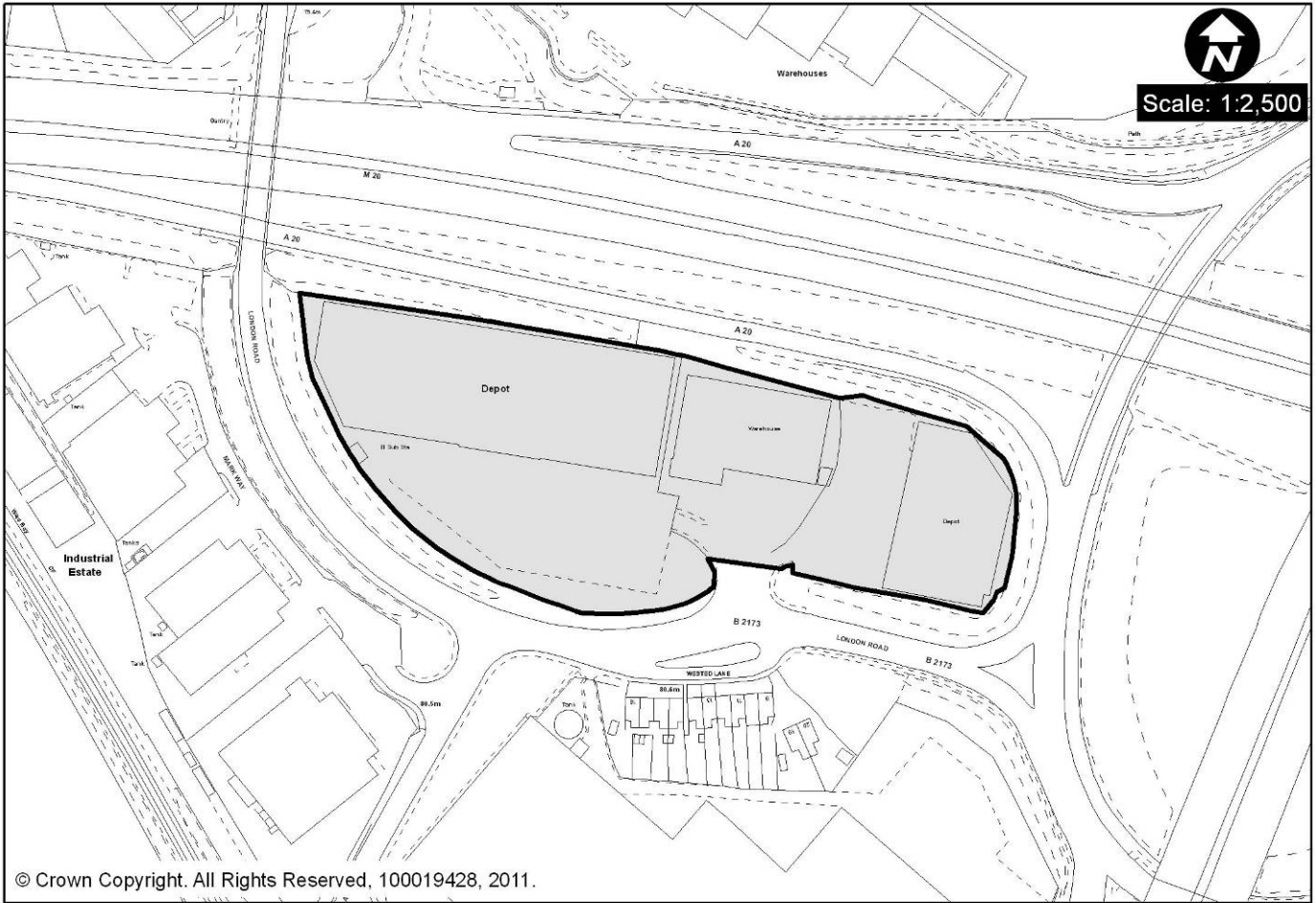
EMP1 (p) Moreton Industrial Estate, Swanley (1.8ha)



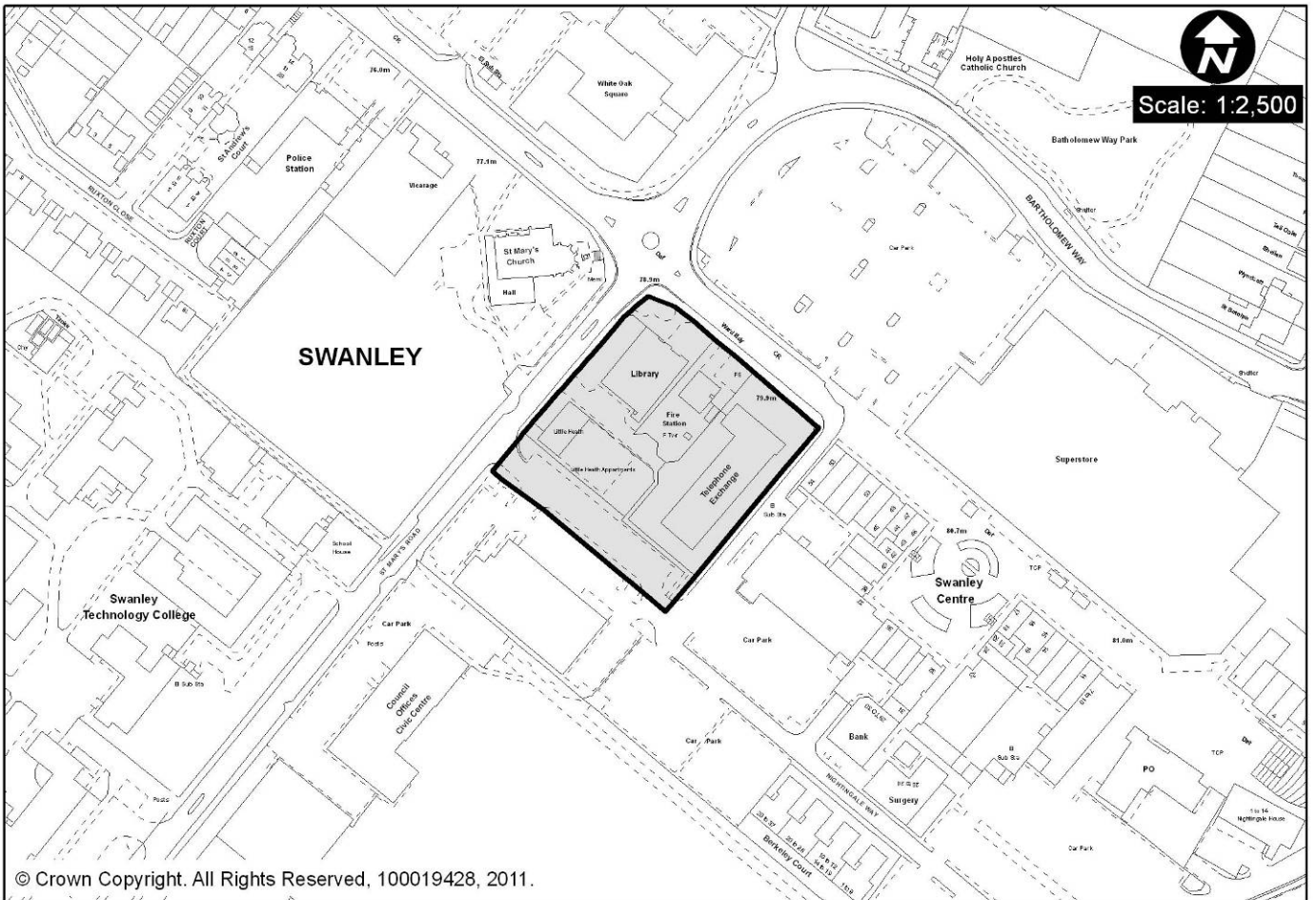
EMP1(q) Park Road Industrial Estate, Swanley (1.3ha)



EMP1 (r) Southern Cross Industrial Estate, Swanley (1.9ha)

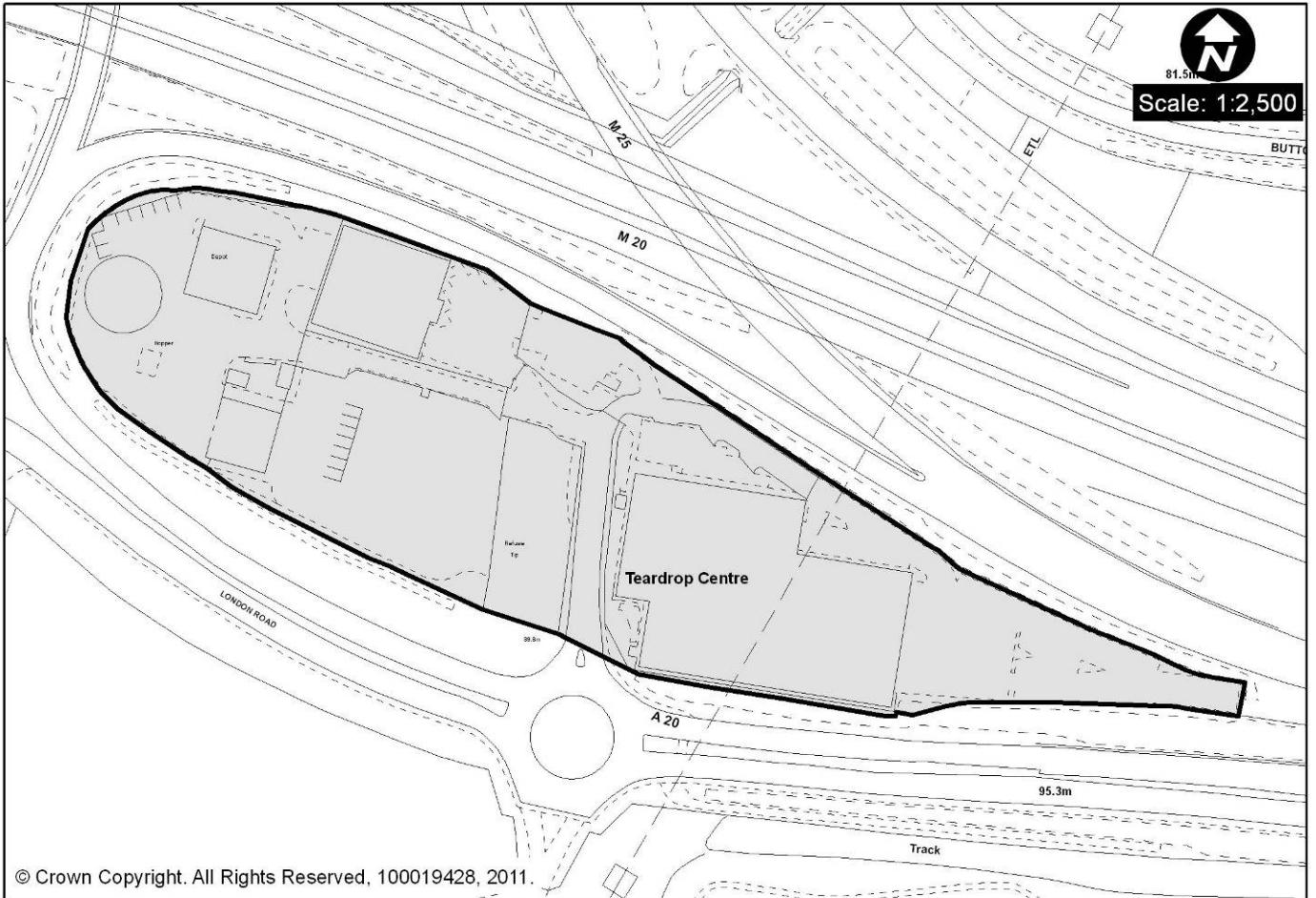


EMP1 (s) Swanley Library and Information Centre, Swanley (0.7ha)

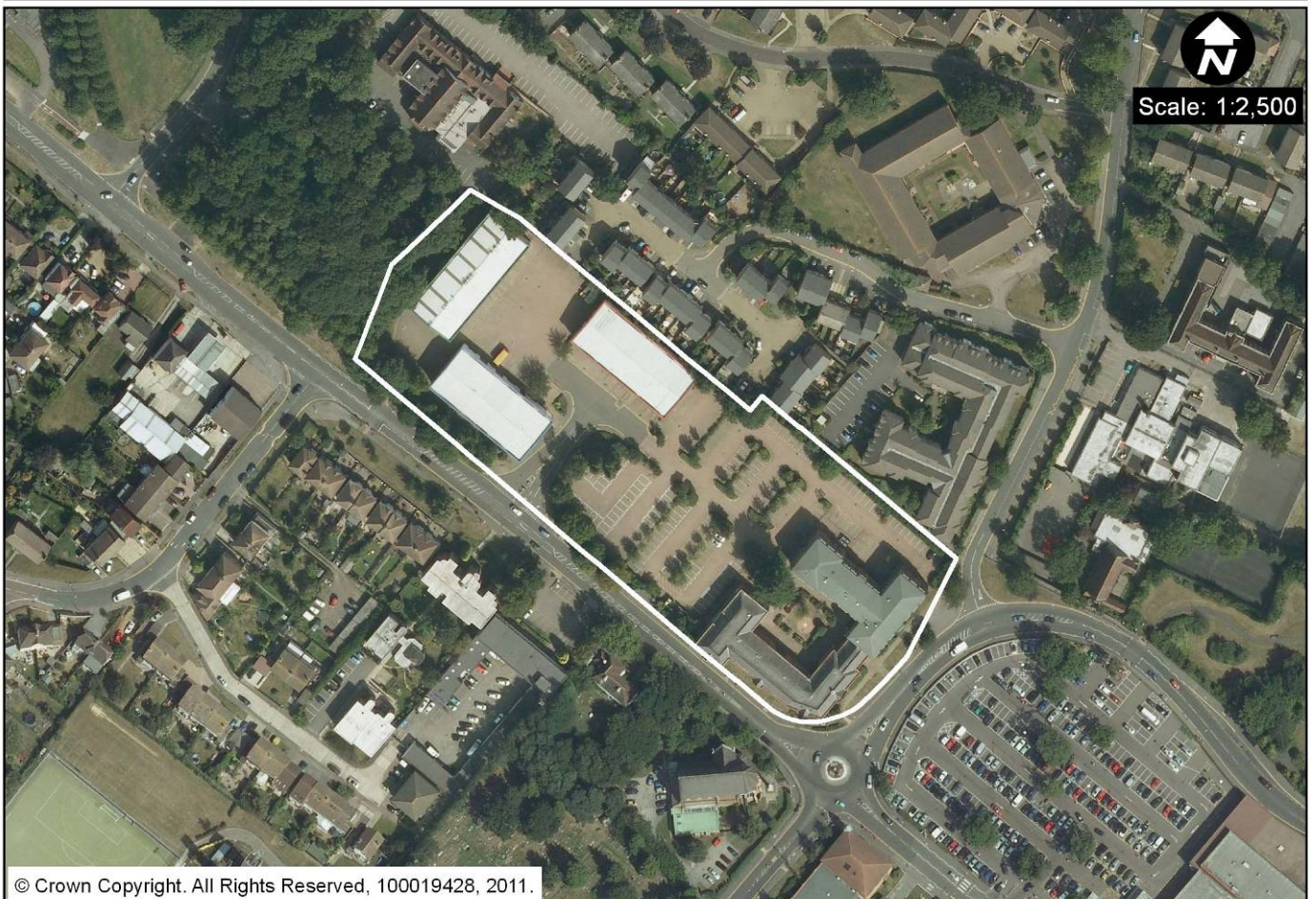
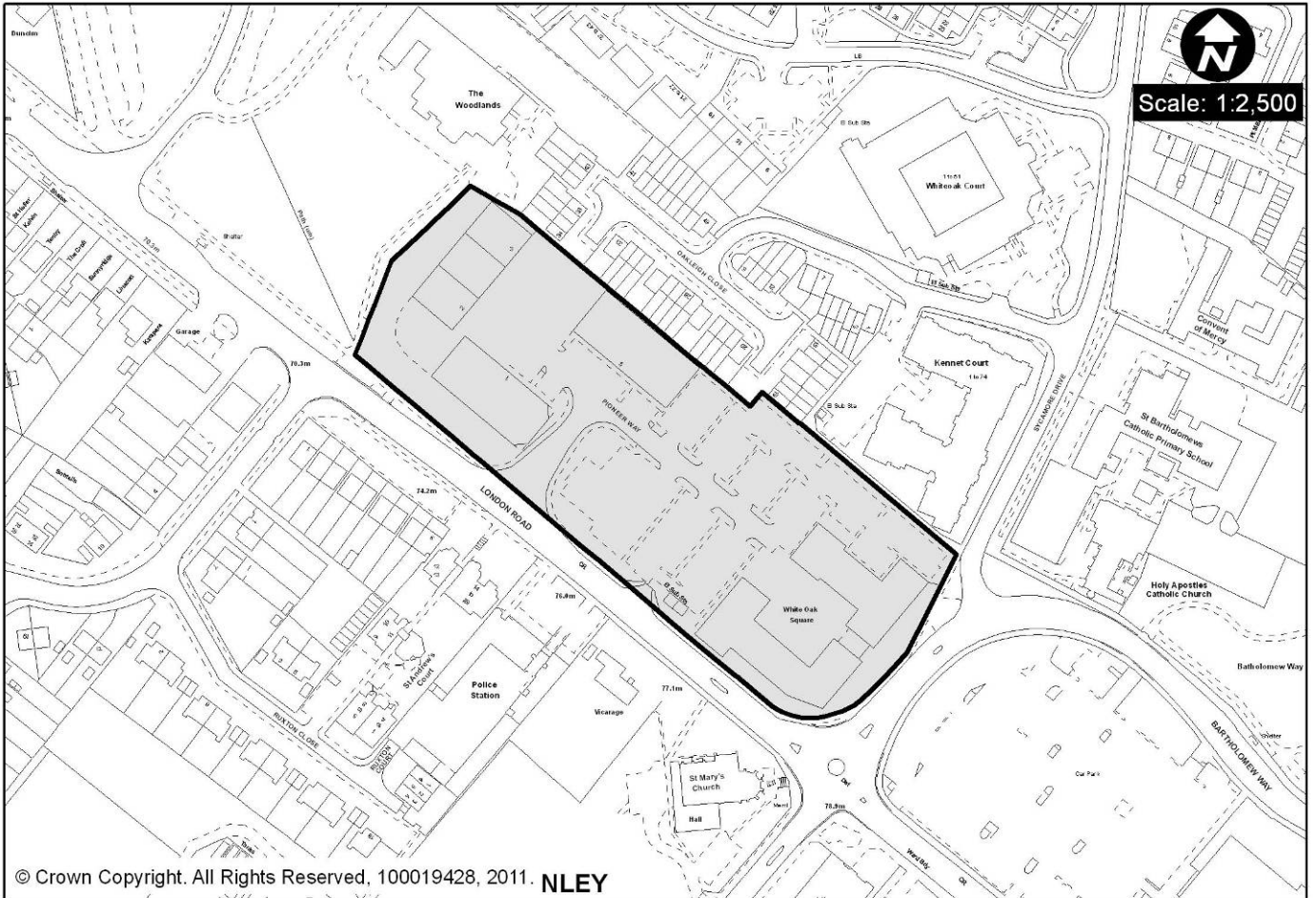




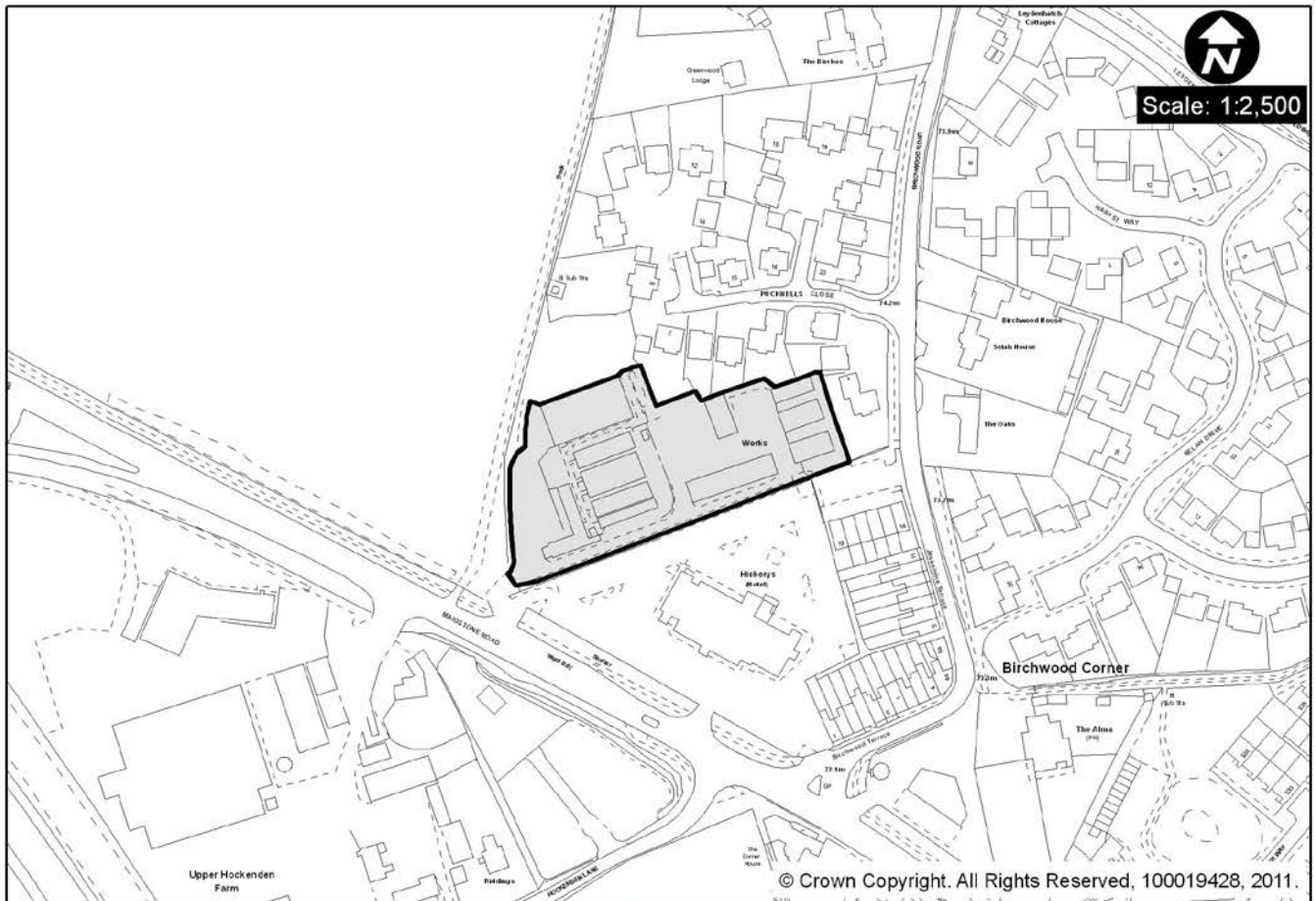
EMP1(t)Teardrop Industrial Estate, Swanley (3.4ha)



EMP1(u)The Technology Centre, Swanley (1.9ha)



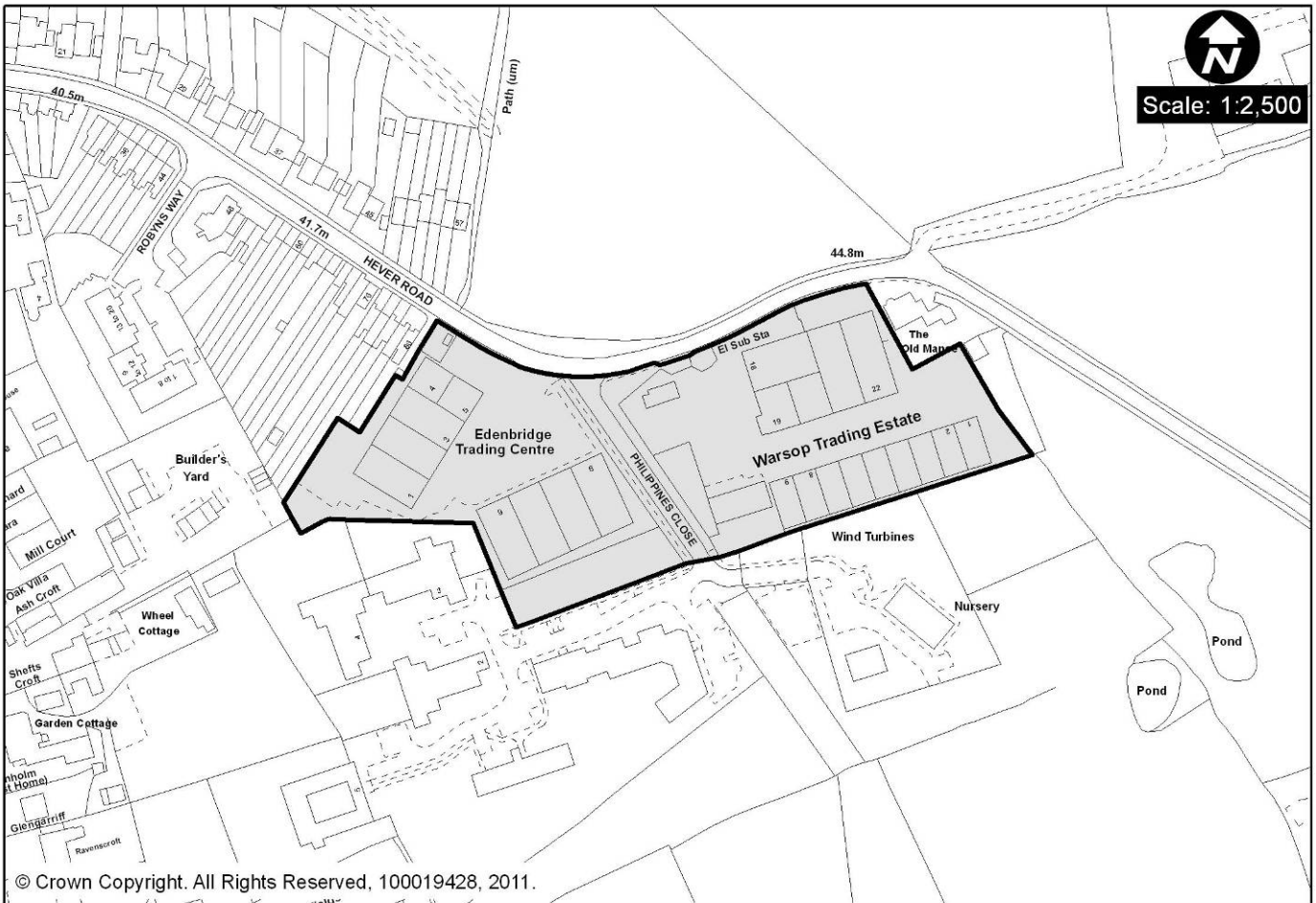
EMP1(v) Trading centre to rear of Premier Inn, Swanley (0.58ha)



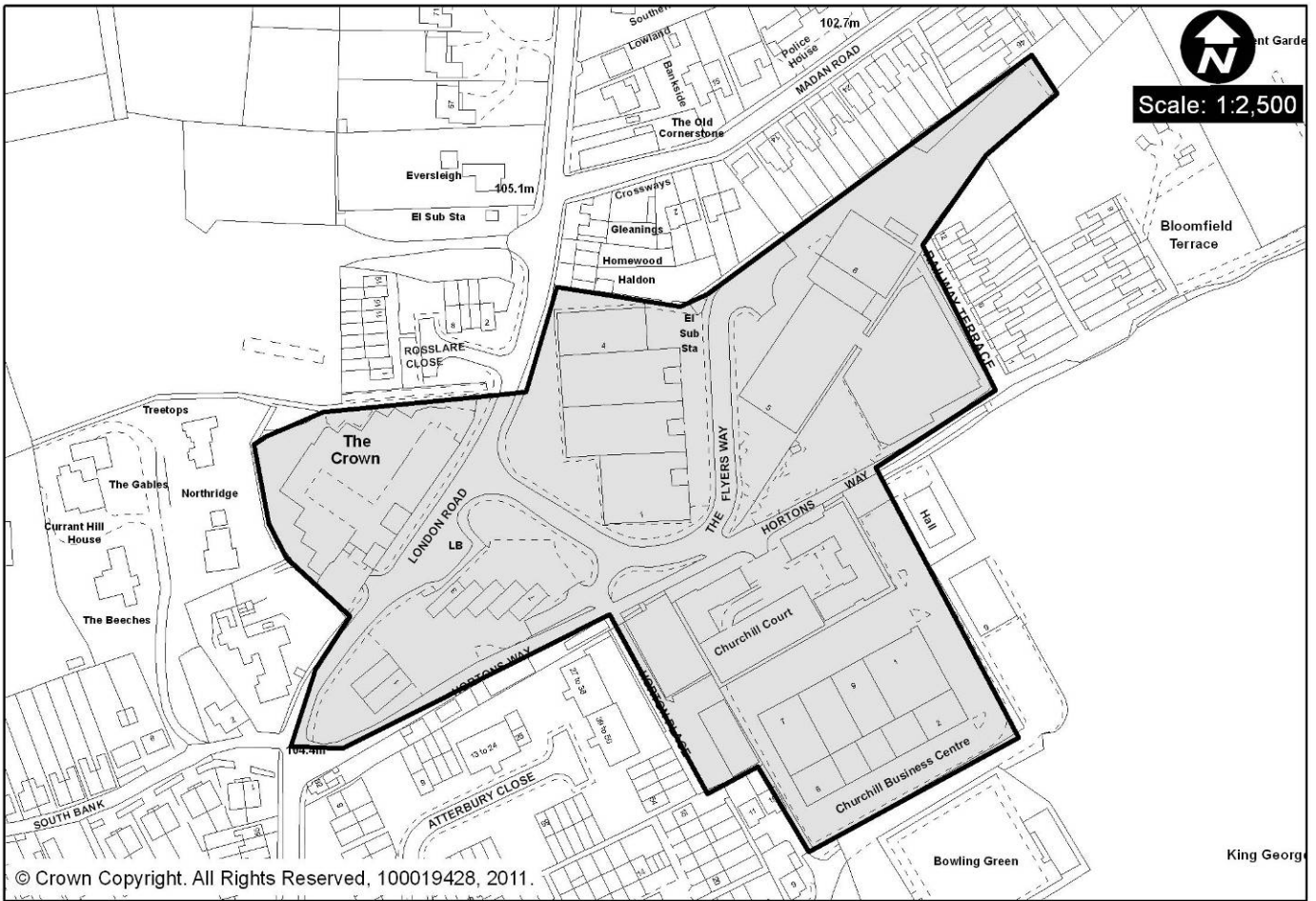
EMP1 (w) Station Road, Edenbridge (18.8ha)



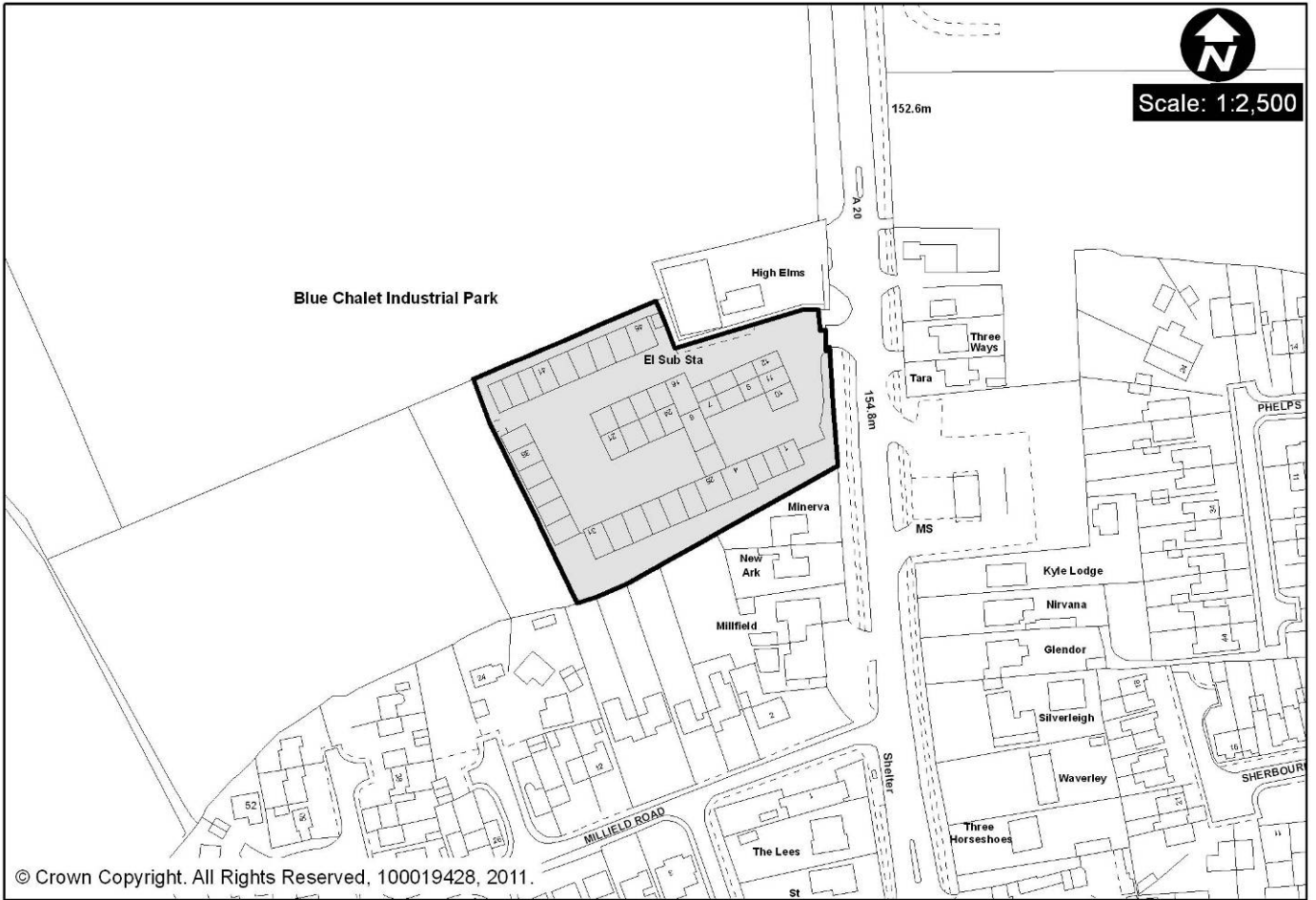
EMP1(x) Edenbridge Trading Centre/Warsop Trading Centre (1.6ha)



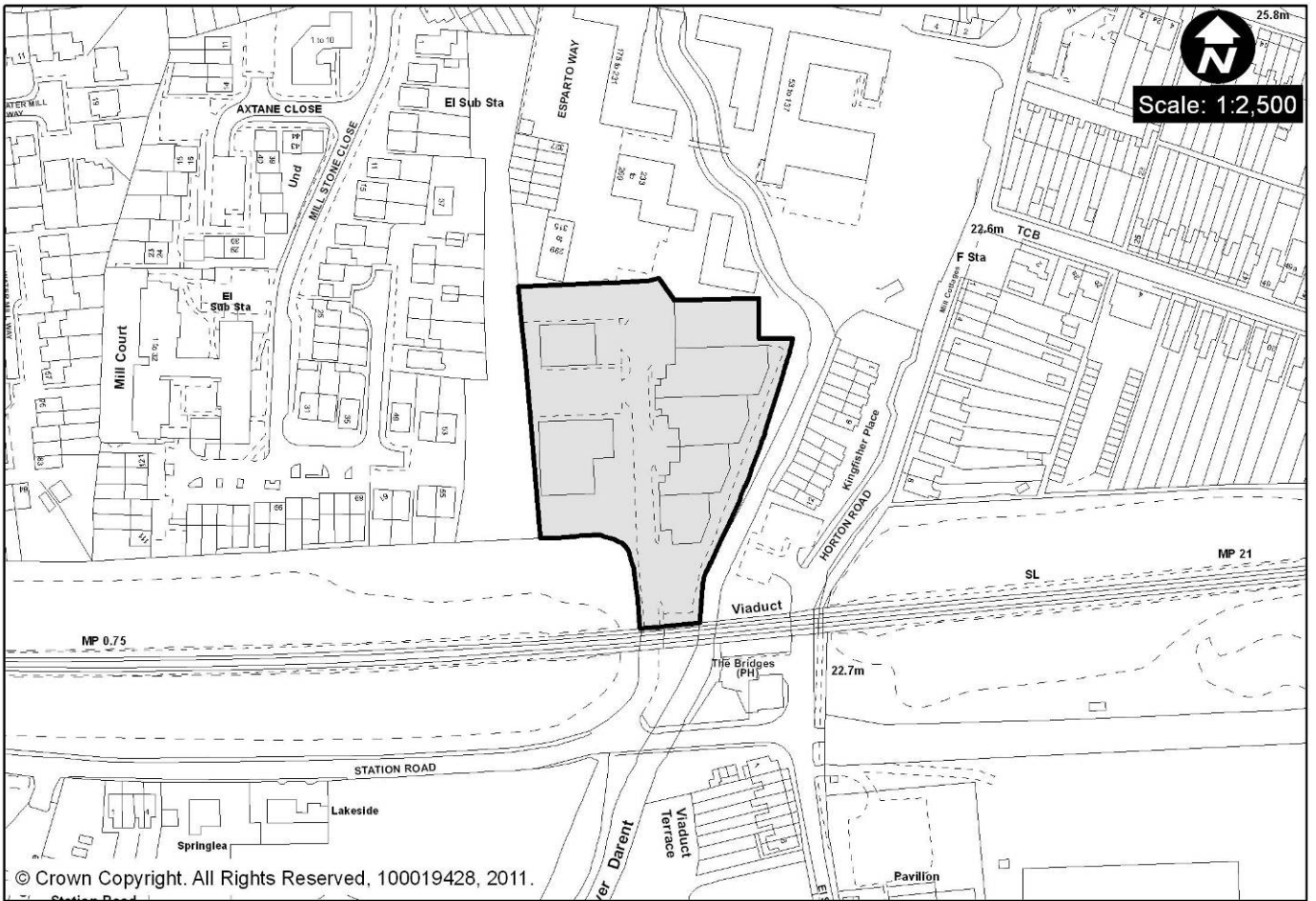
# EMP1(y) Westerham Trading Centre, Westerham (3.7ha)



EMP1 (z)Blue Chalet Industrial Park, West Kingsdown (0.9ha)

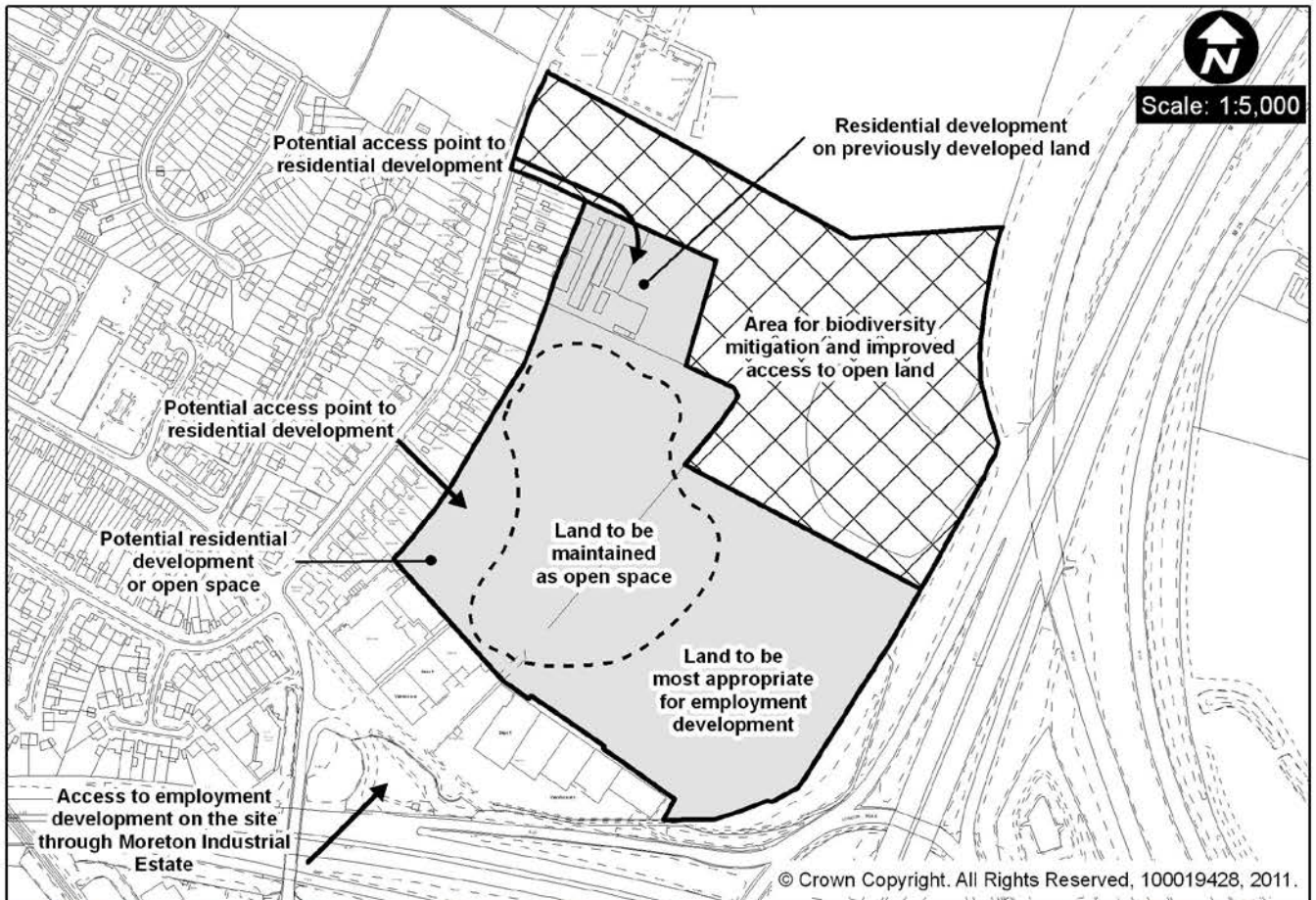


EMP1 (zz) Horton Kirby Trading Estate, South Darent (0.8ha)





# EMP2 - Land at Broom Hill, Swanley



<b>Site Address:</b>	Land at Broom Hill, Swanley	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley Christchurch and Swanley Village	<b>Proposed Allocation:</b>	Mixed Use
<b>Current use:</b>	<b>Green Field</b>		
<p>Development Guidance:</p> <ul style="list-style-type: none"> <li>The site is a retained employment allocation from the Local Plan but this proposal responds to the conclusions of the Employment Land Review and the recommendations of the Inspector's Report of the Core Strategy Examination on the amount of land that is required for employment development (4.1ha);</li> <li>The existing employment site (Moreton Industrial Estate) is subject to a separate allocation;</li> <li>The remainder of the site is acceptable for open space and residential development. The balance between these two uses is to be determined through the planning application process, having regard to, amongst other things, the impact on habitats and the local road network.</li> </ul> <p>The Council propose that, subject to confirmation through a Transport Assessment that the transport impacts of development will be acceptable, a comprehensively planned development at Broom Hill should include:</p> <ul style="list-style-type: none"> <li>4.1ha of employment land</li> <li>At least 2ha of open space</li> <li>Approximately 30 dwellings.</li> </ul> <p>The Council will give priority to the development of the employment land, in accordance with the Core Strategy.</p> <p>The proposed layout and design of development, including the type of open space, should take account of the noise and air quality constraints that exist on the site and in the immediate surroundings, be sensitive to the existing topography and green infrastructure features of the site and its surroundings and be sensitive to the amenity of nearby properties. These factors suggest employment development to the east of the site, open space provision on the ridge and steep slopes at the centre of the site and residential development, sensitive to neighbouring properties, to the north (on the previously developed land) and possibly the south-west of the site.</p> <p>Access to employment development on the site will be provided through Moreton Industrial Estate to the south. Subject to consideration of highway impacts and amenity considerations, access to any residential development on the site may be acceptable from Beechenlea Lane.</p> <p>Enhancement of habitats on the site and on Green Belt land to the north of the site will ensure that there is no net adverse impact on biodiversity and, where possible, a net improvement should be secured. Access to the open space within the Broom Hill site and its surroundings (including the land to the north) should be improved by enhancing the Public Right of Way network.</p> <p>Delivery – The Council will prepare a revised Development Brief, in accordance with the delivery mechanisms to policy L04 in the Core Strategy.</p>			
<b>Gross Area (Ha):</b>	<b>8.1</b>	<b>Net Area (Ha):</b>	<b>8.1</b>
<b>Housing Capacity</b>	<b>30 units</b>	<b>Source / Evidence Base:</b>	<b>Employment Land Review / Local Plan</b>
<b>Employment Allocation</b>	<b>4.1 ha</b>		

## Major Developed Sites

Insert text on MDS status once NPPF finalised

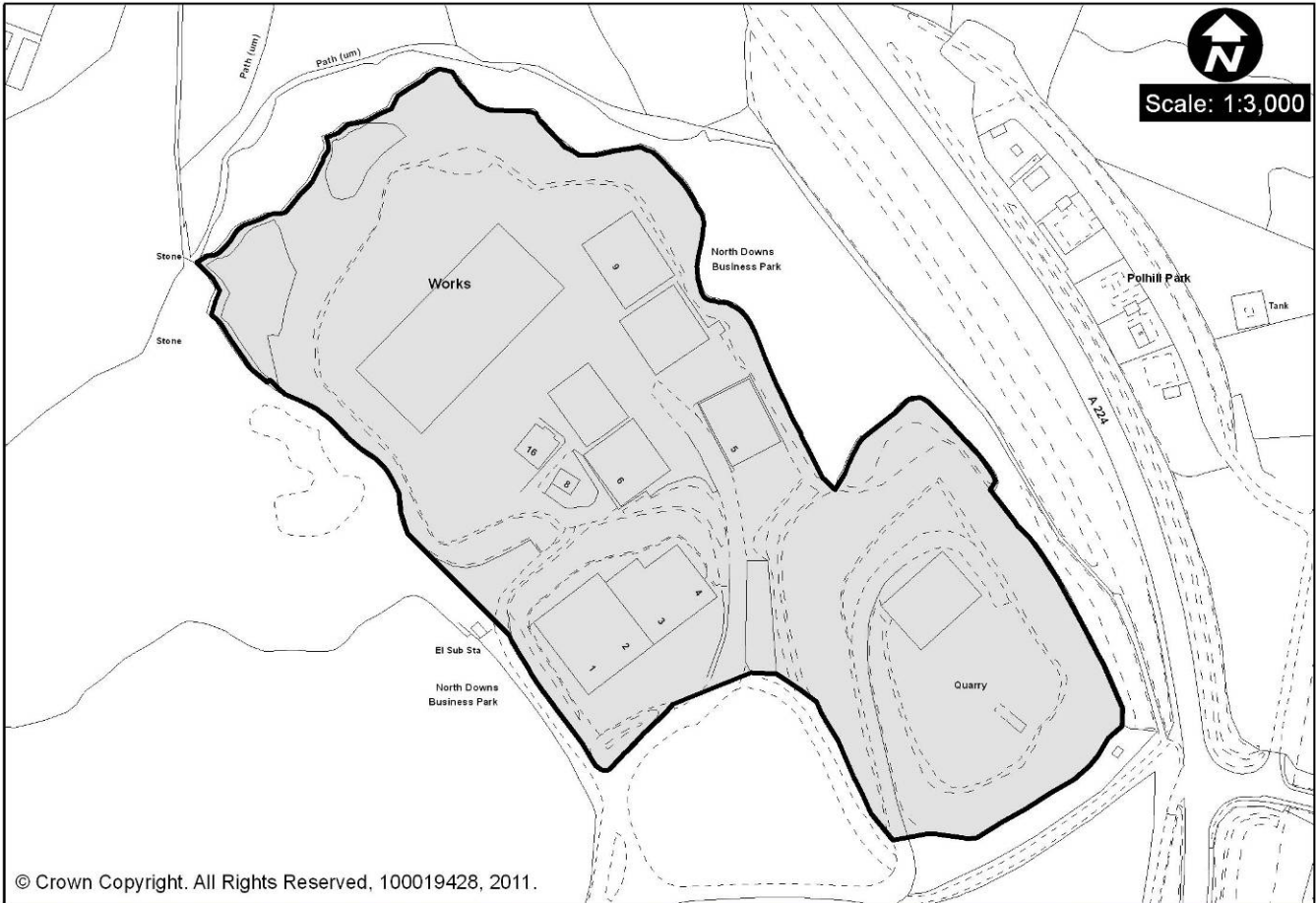
REF:	SETTLEMENT	SITE AREA (HA)	CURRENT USE
	Chaucer Business Park, Kemsing	4.4	Offices, warehousing & general Industry
	North Downs Business Park	6.1	Offices, warehousing & general Industry
	Fort Halstead	40.1	Defence Estates Land
H2 (g)	Powder Mills (Former GSK Site), Leigh (see Mixed Use section)	3.29	Mixed Use - Offices, Warehousing & General Industrial (vacant)

# Chaucer Business Park, Kemsing (4.4ha)





North Downs Business Park, Dunton Green (6.1ha)



Fort Halstead, Halstead (40.1ha)

