

## APPENDIX 2

### SITE ALLOCATIONS PROFORMA

#### 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

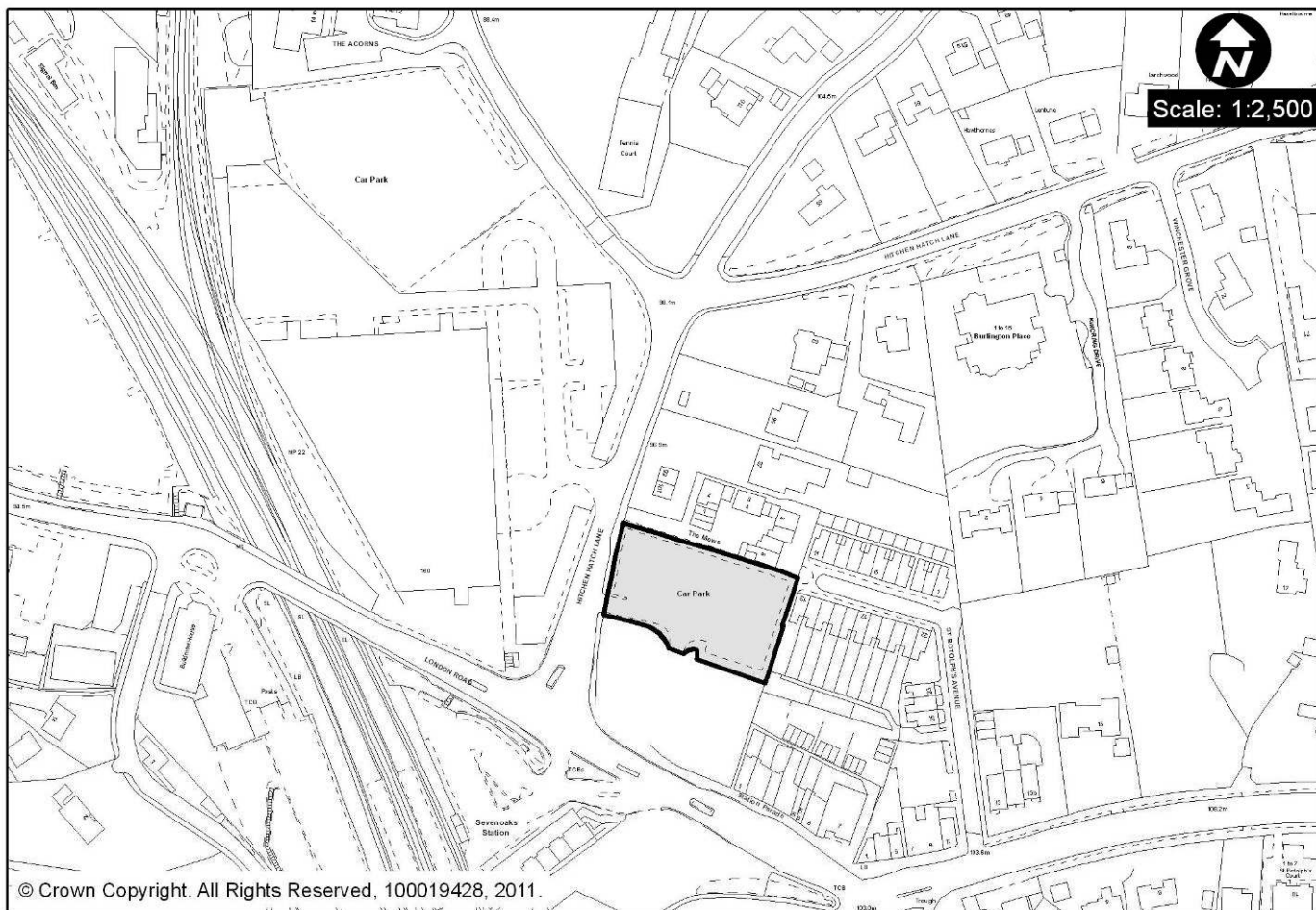
### POLICY H1: RESIDENTIAL DEVELOPMENT

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)	57 Top Dartford Road, Hextable	14
H1(l)	Foxs Garage, London Road, Badgers Mount	15
H1(m)	Land adjacent to London Road, Westerham	30
H1(n)	Currant Hill Allotments, Westerham	20
H1(o)	Land at Croft Road, Westerham	15
H1(p)	The Manor House, New Ash Green	30
H1 (q)	Warren Court, Halstead	15
	Sub Total	139
	<b>GRAND TOTAL</b>	<b>674</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)		

**Development Guidance;**

- 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.
- 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 future opportunities to develop a revised scheme that encompasses both sites.
- Design must reflect the prominent nature of the site at the gateway to Sevenoaks.
- 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
- Residential likely to be most appropriate in the form of apartments

Thames Water has 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.

Access – site should be accessed from Hitchin Hatch Lane (not from London Road)

Delivery – SDC, as landowner, is promoting the site for residential development and investigating options for alternative car parking provision

<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.		
<p><b>Development Guidance;</b></p> <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> <p>Access – existing access (with minor modifications) should serve the site</p> <p>Delivery - promoted by owner (South East Water) for residential development</p>			
<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		
<p><b>Development Guidance;</b></p> <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

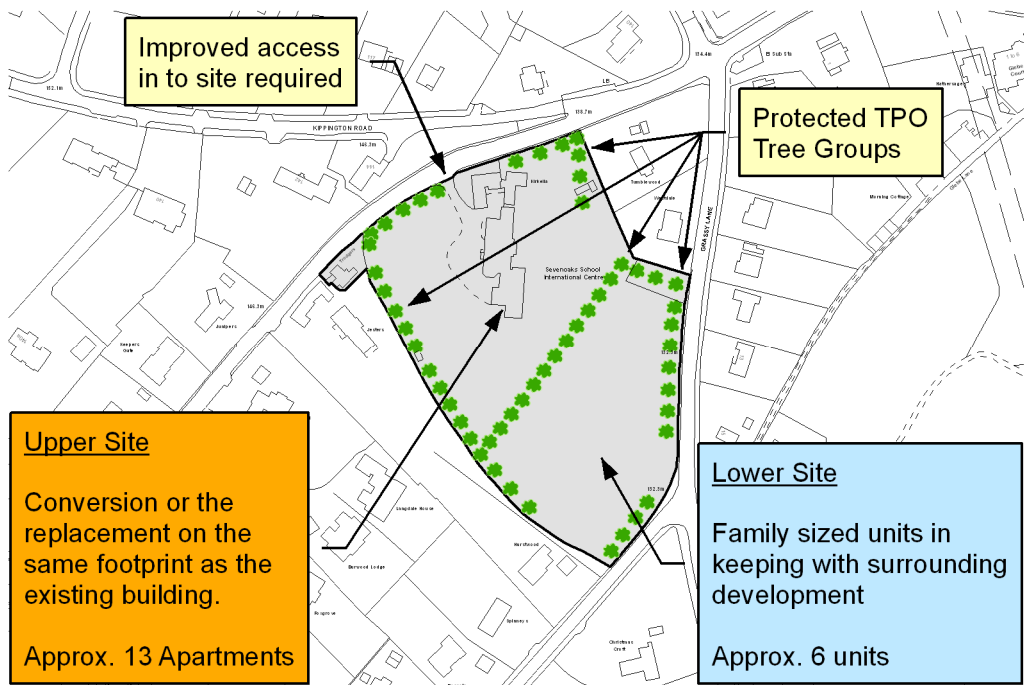


<b>Site Address:</b>	School House (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Kippington	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Sevenoaks School boarding house and grounds		

**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 master-plan



<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

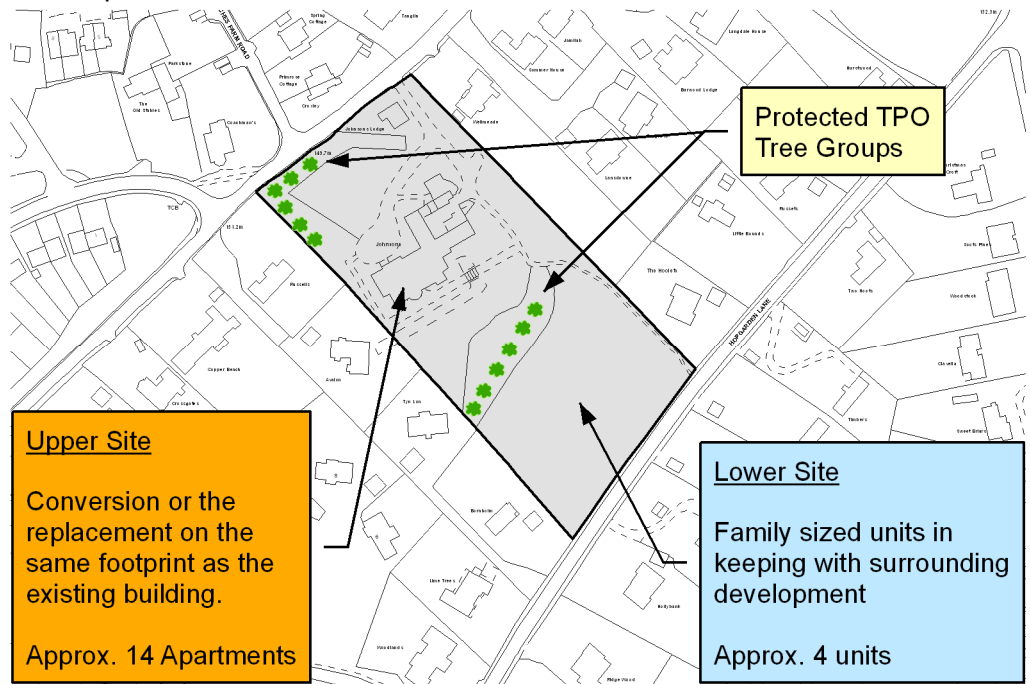


<b>Site Address:</b>	Johnsons (Sevenoaks School) at Oak Lane & Hopgarden Lane, Sevenoaks	<b>Settlement:</b>	Sevenoaks UA
<b>Ward:</b>	Sevenoaks Kippington	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Sevenoaks School boarding house and grounds		

**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

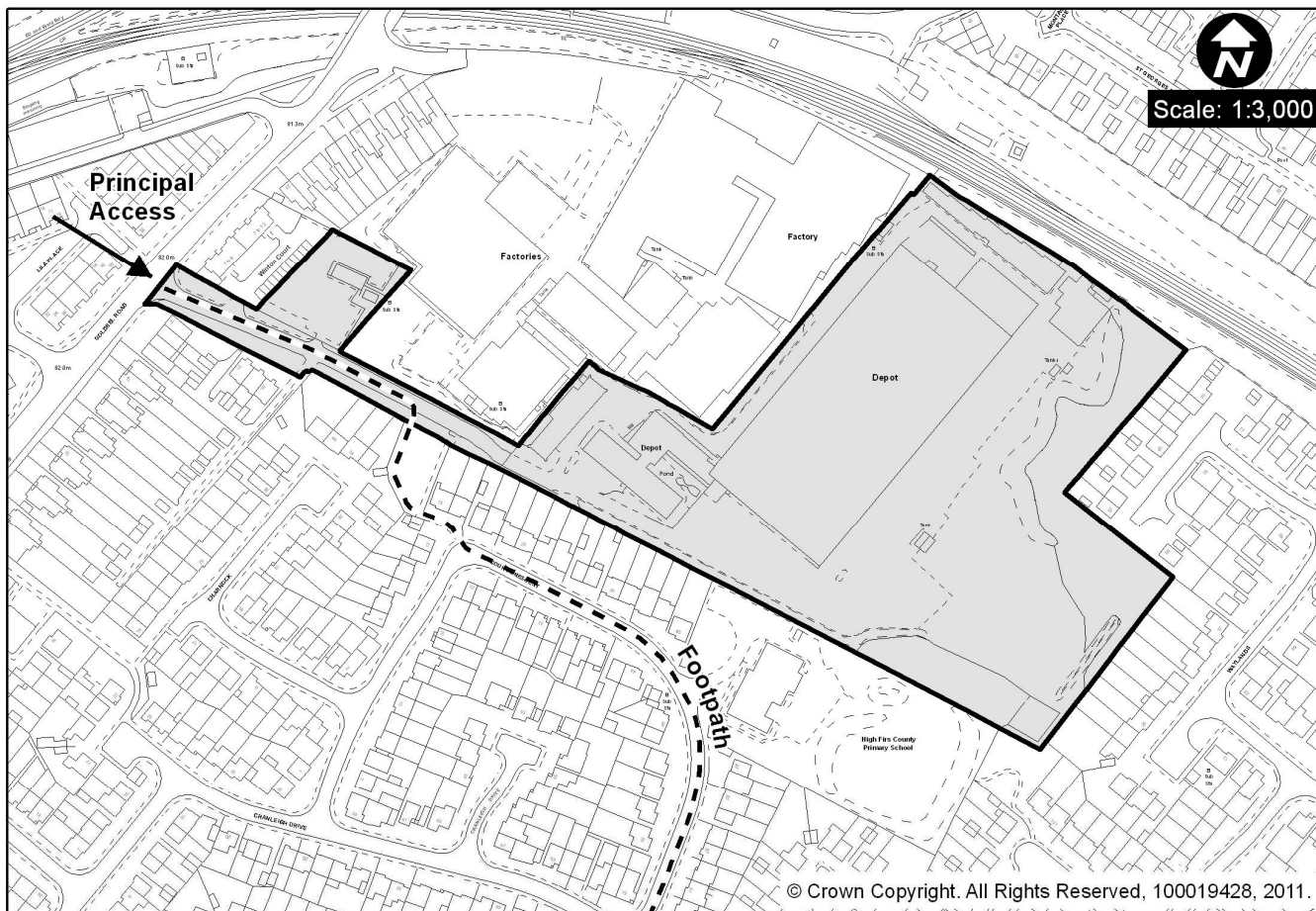


<b>Gross Area (Ha):</b>	1.36	<b>Net Area (Ha):</b>	1.36
<b>Approximate Density (DPH):</b>	10 – Lower Site Replacement Footprint on upper site	<b>Net Capacity:</b>	4 houses – lower site 14 flats – upper site
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	SHLAA



<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

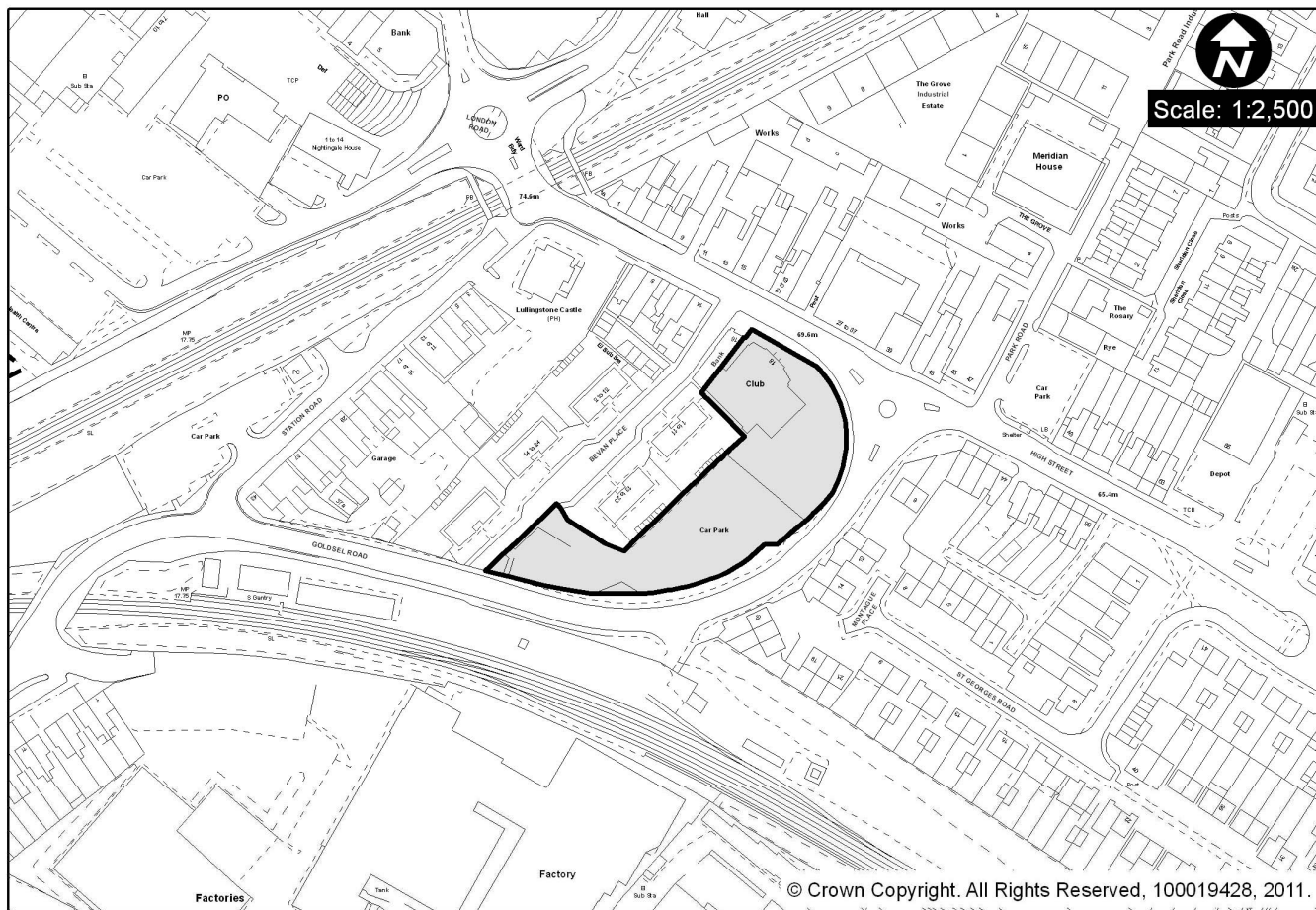
H1(g) United House, Goldsel Road, Swanley





<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. Lower site to east likely to be more suitable for family housing.</li> <li>• Affordable housing to be provided in line with Core Strategy Policy SP3. Consideration to be given to the most suitable mix of affordable housing, included shared ownership and housing specifically designed for older people.</li> <li>• Consideration of site topography and long distance views, to inform suitable building heights</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		

**Development Guidance;**

- 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.
- 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.
- Residential likely to be most appropriate in the form of apartments blocks.
- 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.
- Site is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact.
- Measures may be needed to mitigate impact from traffic noise
- 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.

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

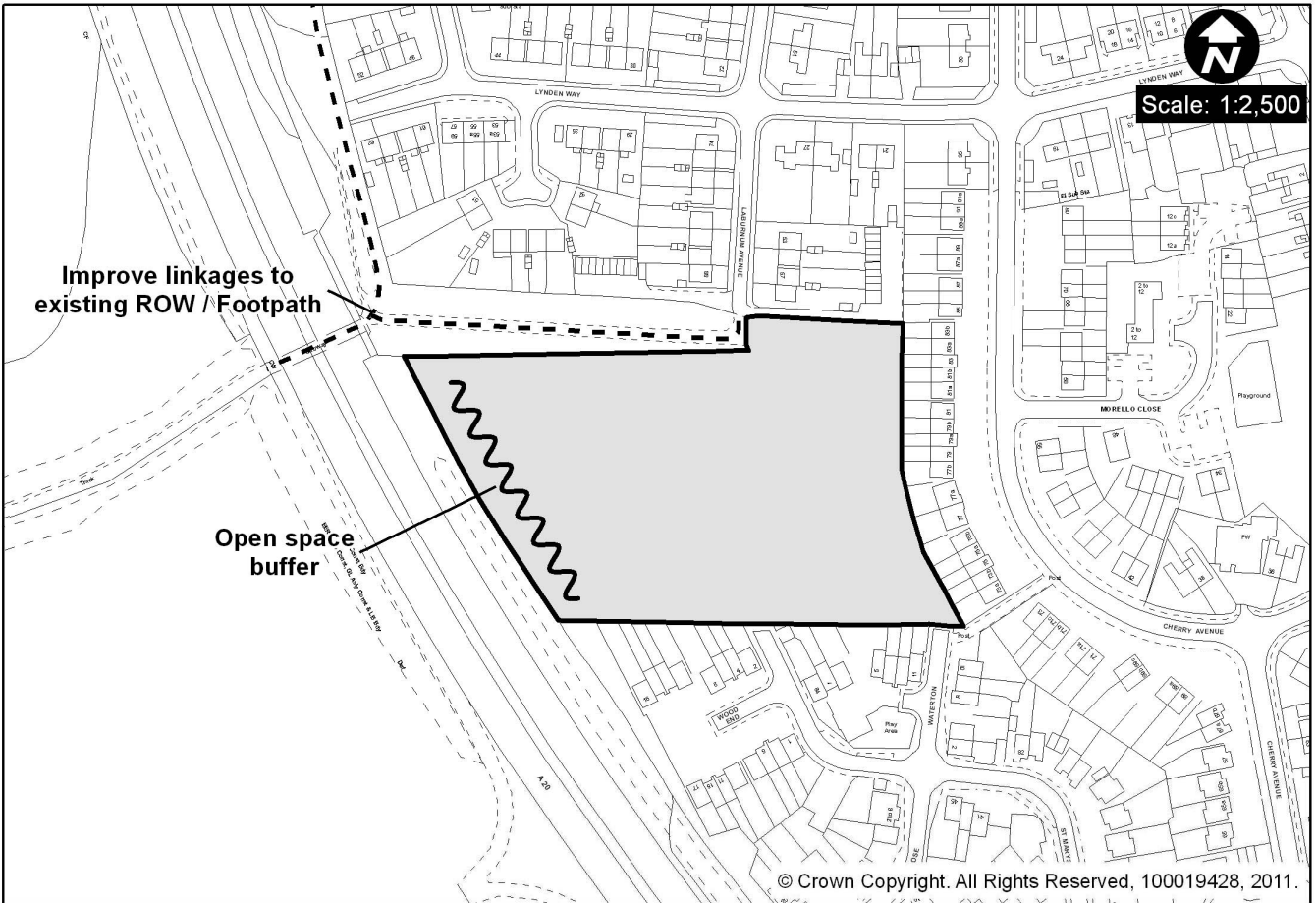
<b>Gross Area (Ha):</b>	0.46	<b>Net Area (Ha):</b>	0.46
<b>Approximate Density (DPH):</b>	100	<b>Net Capacity:</b>	46
<b>Phasing:</b>	6-10 years (2017-2021)	<b>Source / Evidence Base:</b>	Local Plan / SHLAA

# 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		
<p><b>Development Guidance;</b></p> <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> <p>Access – via existing access off London Road or via Bremner Close. A single access should serve the combined Bus Garage and Kingdom Hall site.</p> <p>Delivery – promoted by owners for residential development</p>			
<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>			
Access – potential for two vehicular access points, via St Marys Road and Laburnum Avenue, to create an extension of the existing large housing estate			
Delivery – KCC (site owner) promoting site for residential development			
<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) 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(l) Foxs Garage, Orpington By-Pass, Badgers Mount

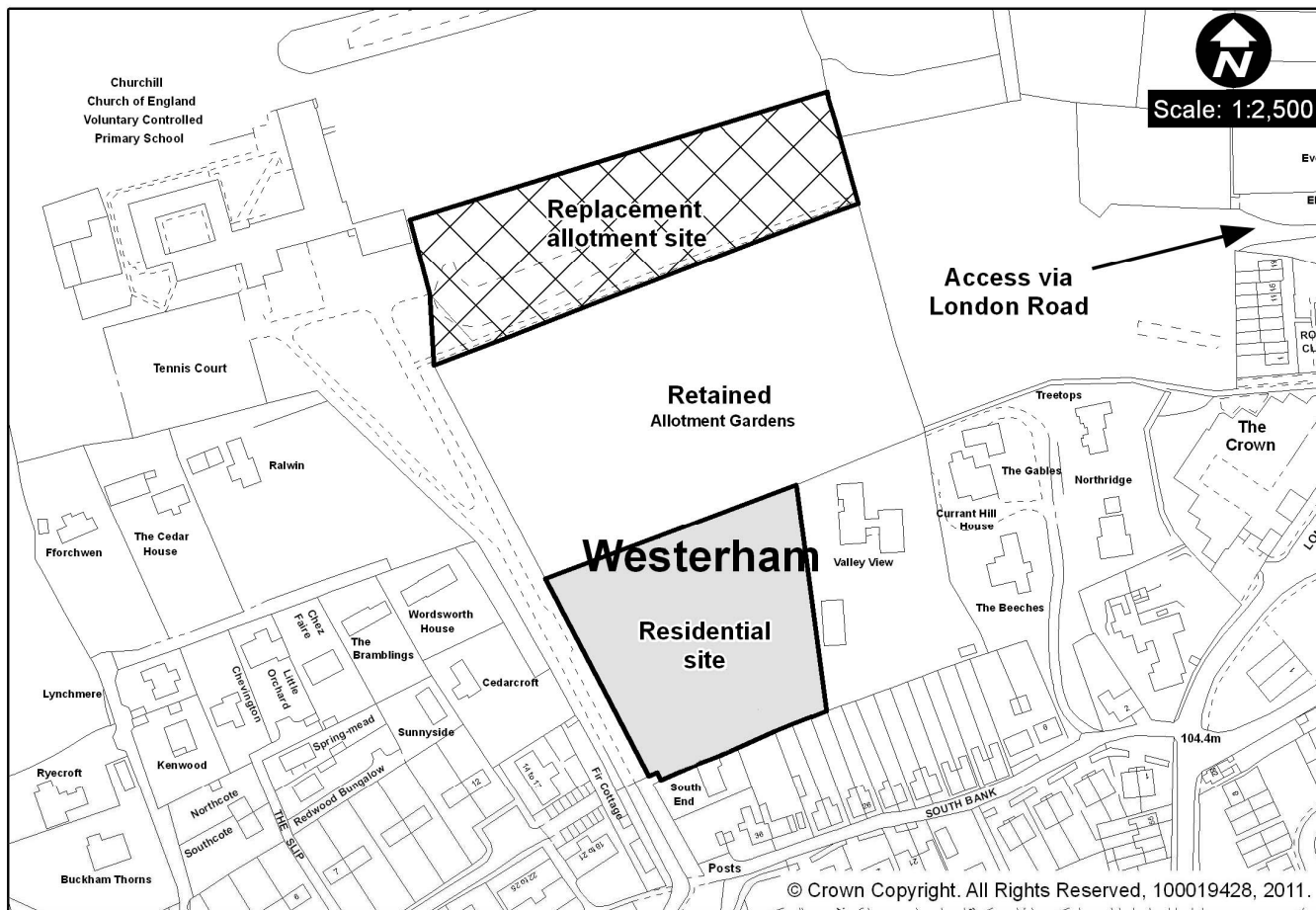


<b>Site Address:</b>	Foxs Garage, Orpington By-Pass, Badgers Mount	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Halstead, Knockholt & Badgers Mount	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Garage and MOT testing centre		
<b>Development Guidance;</b>			
<ul style="list-style-type: 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



<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, from London Road.</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(n) 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		
<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>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 Town 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.</li> <li>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</li> <li>Site should reflect adjacent mix of housing types (detached, semi-detached, terraced)</li> <li>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</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 - site access via adjacent site to London Road (emergency/pedestrian access on via Rysted Lane)</p> <p>Delivery – site owners (Westerham Town Council) are promoting the site for residential development, subject to further consultation with the local community.</p> <p>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</p>			
<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>	10-15 years (2022-2026)	<b>Source / Evidence Base:</b>	Local Plan (Safeguarded Land)

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





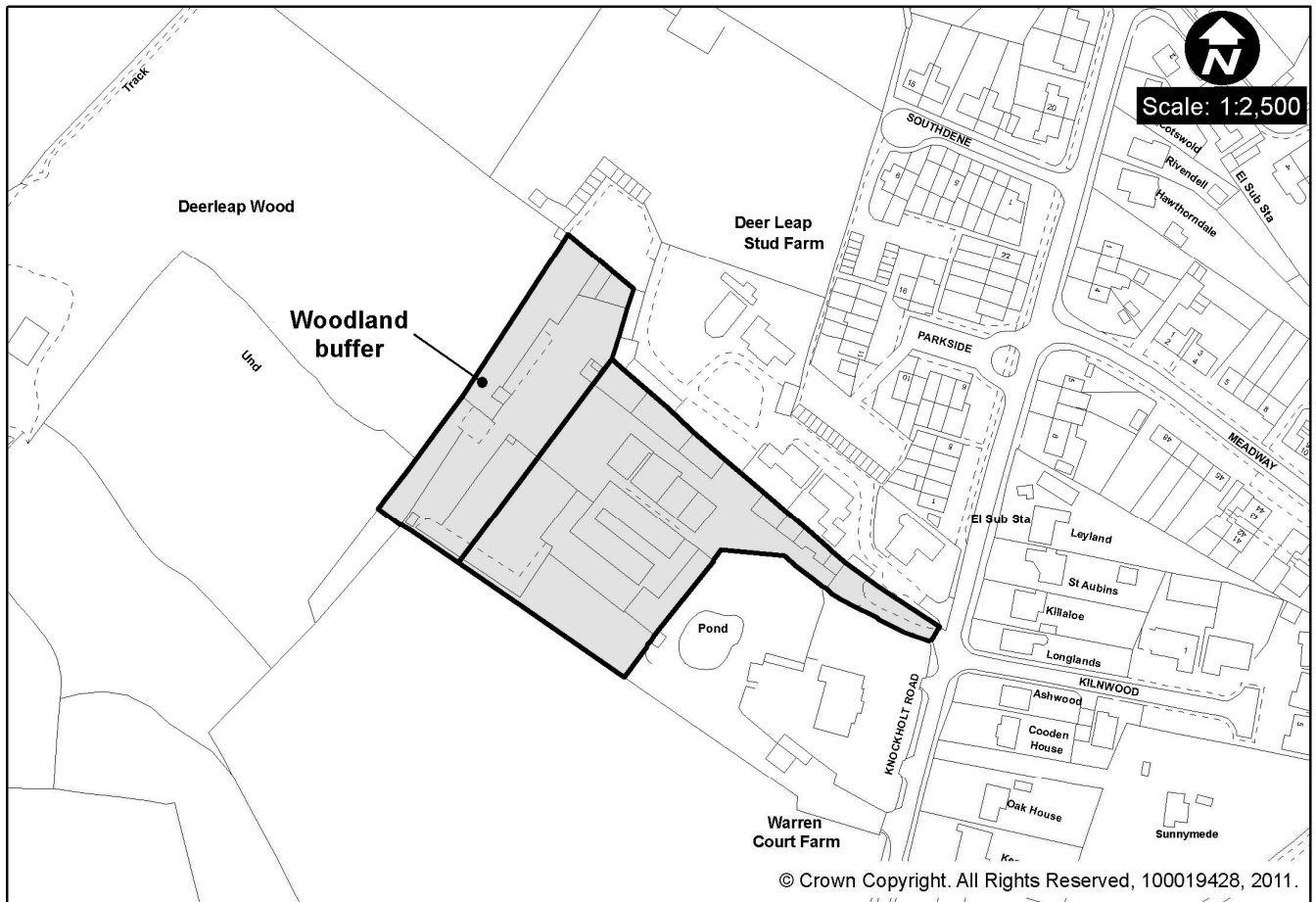
<b>Site Address:</b>	Land at Croft Road, Westerham	<b>Settlement:</b>	Other settlement
<b>Ward:</b>	Westerham & Crockham Hill	<b>Proposed Allocation:</b>	Residential
<b>Current Use / PP:</b>	Open Land		
<b>Development Guidance;</b> <ul style="list-style-type: none"> <li>Careful consideration should be 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> <p>Access – Site should not be accessed from the B2024 Croydon Road</p> <p>Delivery – SDC own site and support residential development</p>			
<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(p) 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>Tree Preservation Orders apply around the boundary of the site and development should not result in the loss or harm to any of these trees.</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 to 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). Units should reflect the building heights and density of surrounding residential development.</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. Parking is a concern within New Ash Green, and sufficient parking would need to be accommodated within the scheme, in line with Kent parking standards.</p> <p>Delivery - promoted by owner (Bovis) for residential development. Bovis intend to relocate their offices elsewhere within the District.</p> <p>Note: A covenant is in place on residential properties in New Ash Green, binding property into the village management scheme. It is assumed that any new residential development would be covered by such a covenant.</p>			
<b>Gross Area (Ha):</b>	1.00	<b>Net Area (Ha):</b>	1.00
<b>Approximate Density (DPH):</b>	30	<b>Net Capacity:</b>	30
<b>Phasing:</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Promoted by owner

H1(q) 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 (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, to improve the relationship of the site with the surrounding countryside. 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 0.5 ha due to narrow access route and woodland buffer area at rear of site)

Delivery – promoted by owner of site for residential development.

<b>Gross Area (Ha):</b>	1.1	<b>Net Area (Ha):</b>	0.6
<b>Approximate Density (DPH):</b>	25	<b>Net Capacity:</b>	15
<b>Phasing</b>	0-5 years (2012-2016)	<b>Source / Evidence Base:</b>	Promoted by owner

## MIXED USE SITES

### POLICY H2: MIXED USE DEVELOPMENT

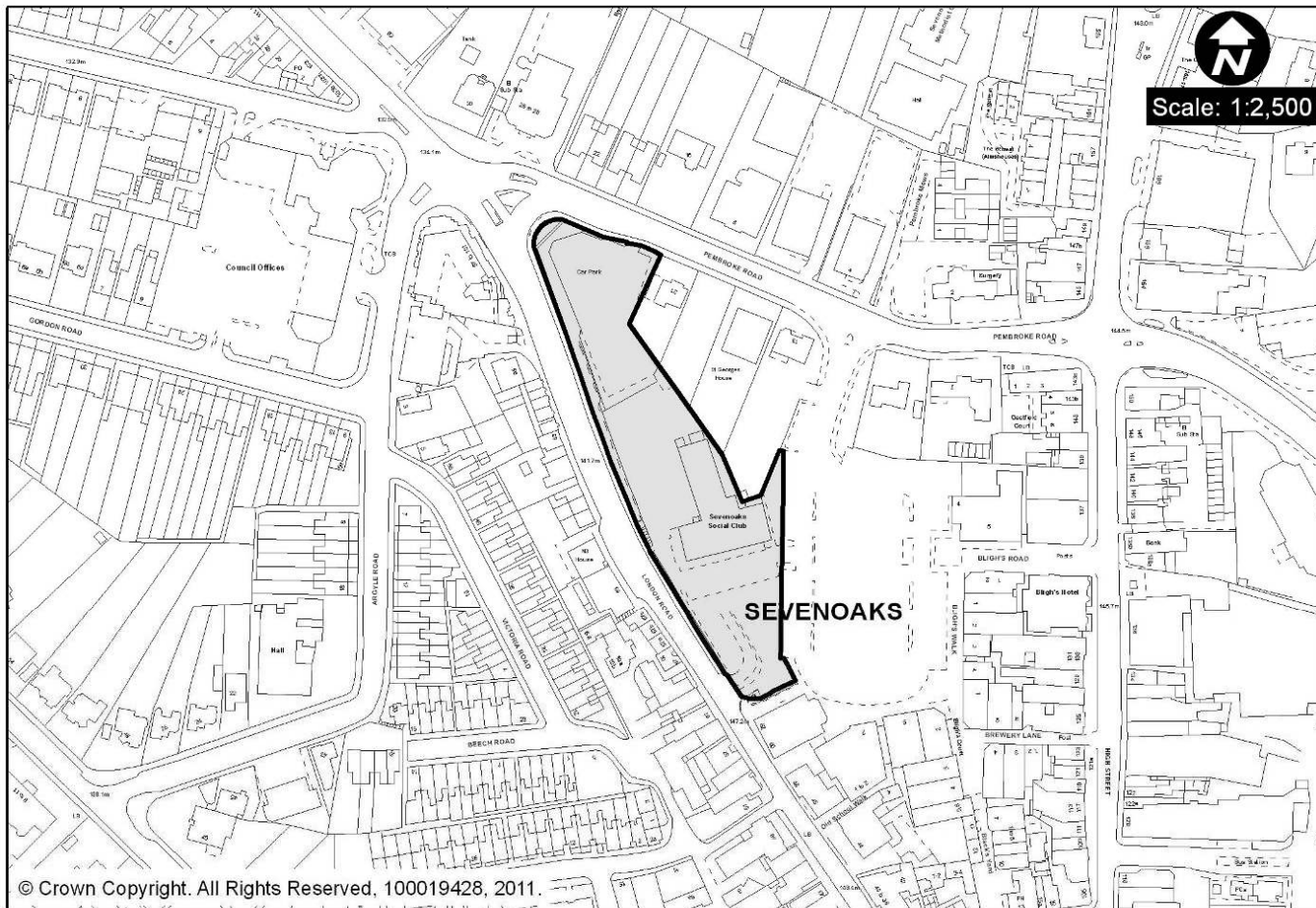
The following sites (0.2 hectares or greater), shown on the Proposal and Site Maps, are allocated for mixed use development that incorporates an element of residential development.

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	22
H2(b)	Post Office/Bt Exchange, South Park, Sevenoaks	25
H2(c)	Swanley Centre, Nightingale Way, Swanley (only as part of regeneration proposals)	0
H2(d)	Station Approach, Edenbridge	20
H2(e)	New Ash Green Village Centre, New Ash Green (only as part of regeneration proposals)	50
H2(f)	Powder Mills (Former GSK Site), Leigh	100
	<b>TOTAL</b>	<b>217</b>

## H2 (a) Land west of Bligh's Meadow, Sevenoaks



<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>	Mixed use (retail and residential)
<b>Current Use / PP:</b>	Town centre/Car Parking		
<b>Development Guidance:</b>			
<ul style="list-style-type: none"> <li>This site is in a strategic location in Sevenoaks Town Centre. 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.</li> <li>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 southern part of the site is most closely related to the town centre and should be developed for uses, including retail floorspace, that enhance the town centre. The northern part of the site should be developed for residential.</li> <li>The retail element may comprise a single large store provided it meets the requirements of this allocation.</li> <li>The quantity of residential units is indicative, with priority to be given to residential development complimenting the most appropriate mix of town centre uses. Residential likely to be most appropriate in the form of apartments</li> <li>The scheme should integrate with the existing town centre and improve pedestrian routes into the town, by providing linkages along desire lines.</li> <li>The design of the scheme should reflect the prominent gateway location of the site at the north of Sevenoaks town centre</li> <li>Scheme should respect the scale and character of the surrounding conservation area and listed buildings (including neighbourhood residential properties) and should take distinctive design notes and materials from the local area, including incorporation of ragstone features, reflecting the existing ragstone boundary wall to London Road.</li> <li>The topography of the site slopes upwards from north to south, and building heights should respond to this change in levels, incorporating stepping and modulation to break up building mass.</li> <li>Site frontage is located within an Air Quality Management Area and measures may be needed to mitigate air quality impact. Measures may also be needed to mitigate impact from traffic noise</li> </ul> <p>Delivery – promoted by owner of part of the site for mixed use (retail and residential) development. The Council owns the remainder of the site and will support the implementation of a suitable scheme</p> <p>Access - need to address highways, parking, servicing and access constraints. A Transport Assessment will be required, building on information prepared by SDC for the draft planning brief on the site. Additional parking capacity may need to be addressed (e.g. decking of parking elsewhere within the town / real-time parking information boards)</p>			
<b>Gross Area (Ha):</b>	0.60	<b>Net Area (Ha):</b>	0.60
<b>Net Housing Capacity</b>	22	<b>Phasing</b>	0-5 years (2012-2016)





<b>Site Address:</b>	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>	Telephone Exchange		

**Development Guidance:**

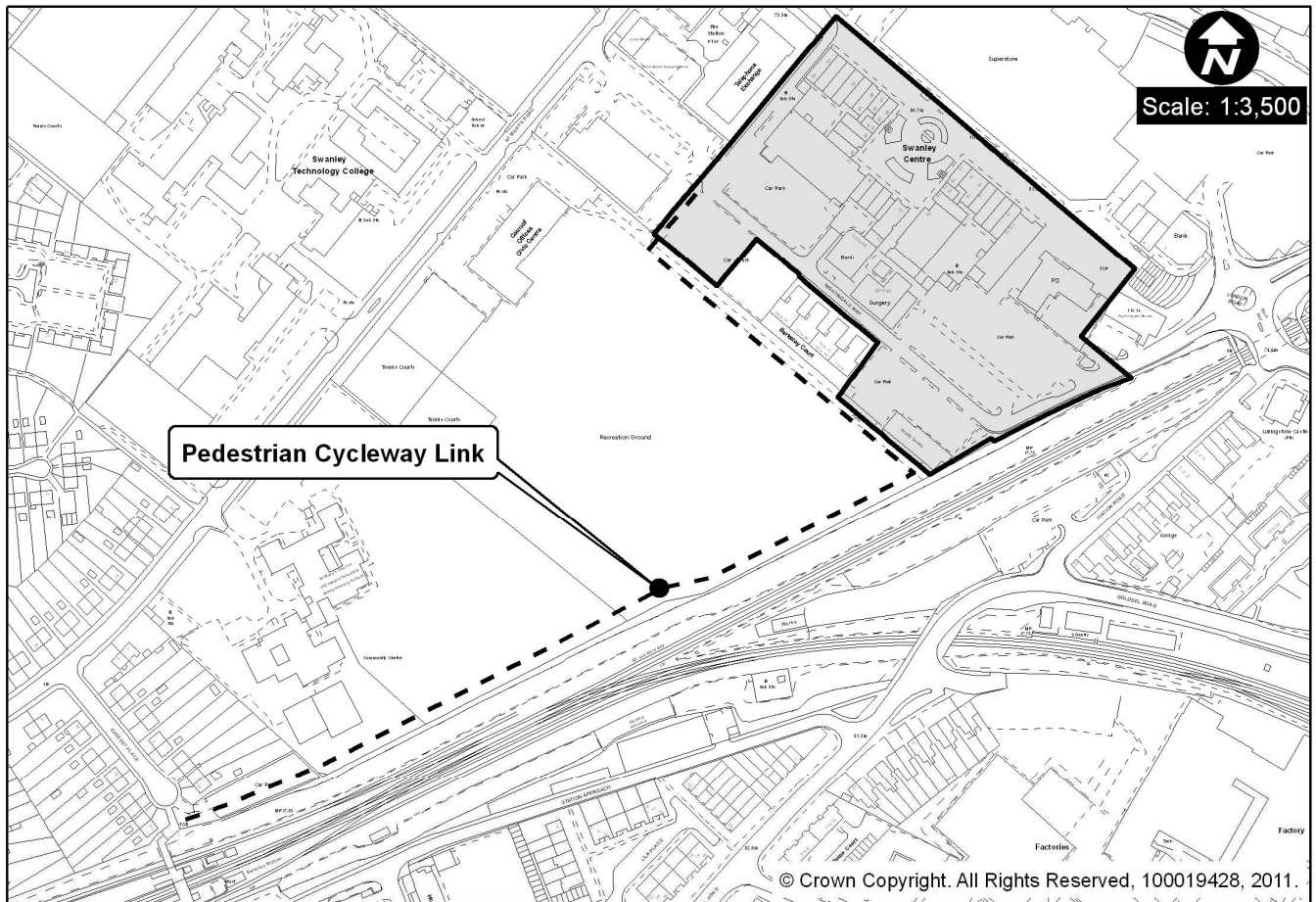
- Relocation of the BT Telephone Exchange is envisaged in line with the phasing outlined below.
- Active retail/town centre uses should be incorporated in the scheme on the South Park frontage.
- Residential likely to be in the form of apartments, duplexes or townhouses.
- Development should improve linkages to the town centre

Access – servicing, parking and access arrangements will need careful consideration once the mix of uses is determined

Delivery - BT have indicated that their site will be available on a longer timescale (i.e. 11-15 years)

<b>Gross Area (Ha):</b>	0.36	<b>Net Area (Ha):</b>	0.36
<b>Net Housing Capacity</b>	25	<b>Phasing</b>	11-15 yrs (BT) 2022-26

## H2(c) Swanley Town Centre Regeneration Area



<b>Site Address:</b>	Swanley Town Centre Regeneration Area	<b>Settlement:</b>	Swanley
<b>Ward:</b>	Swanley St Mary's	<b>Allocation:</b>	Town centre regeneration area – Mixed Use
<b>Current use</b>	Town centre uses and open space		

**Development Guide:**

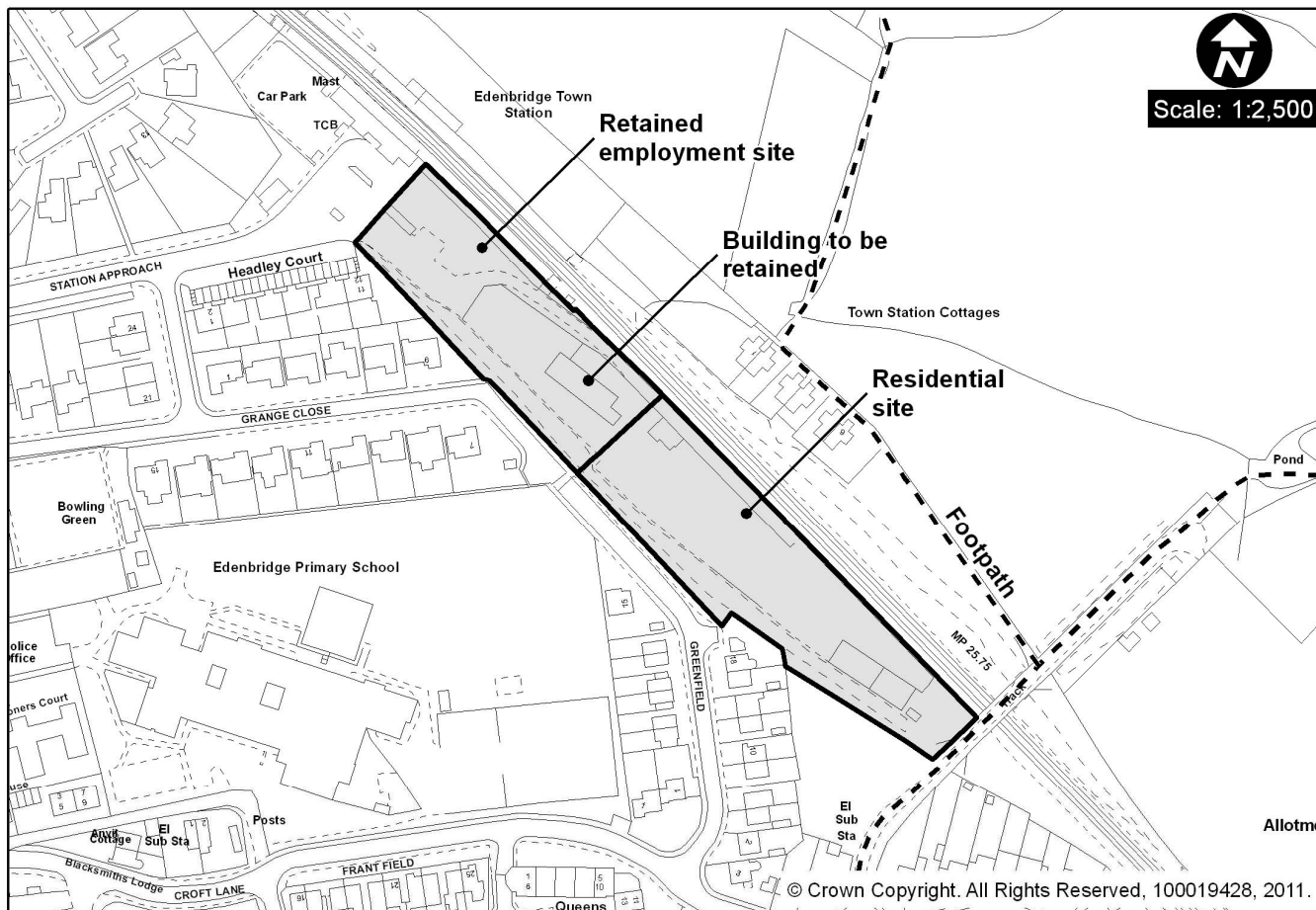
- The Council's aim is to secure the regeneration of the town centre via a comprehensive retail led redevelopment, to enhance the overall attraction of the centre for residents and visitors. This will include provision of retail, replacement car parking, medical and community facilities, residential and new pedestrian/cycle link to Swanley station (see indicative route marked on plan)
- Mix of uses should reflect local needs and priorities, as expressed via the Planning for Real community consultation exercise
- In relation to housing, priority is to be given to residential development complimenting the most appropriate mix of town centre uses. Residential likely to be most appropriate in the form of apartments.
- The design of the scheme should reflect the prominent location of the site, which forms the central core of Swanley centre
- Scheme should provide improvements in the town centre public realm, including quality open spaces and an improved environment for Swanley Market
- The scheme should be designed to integrate with the surrounding retail and residential uses and should provide routes through the site on desire lines.
- Careful consideration of phasing of the scheme will be required

Access - servicing, parking and access arrangements will need to be addressed and a Transport Assessment will be required.

Delivery – site owner promoting site for redevelopment

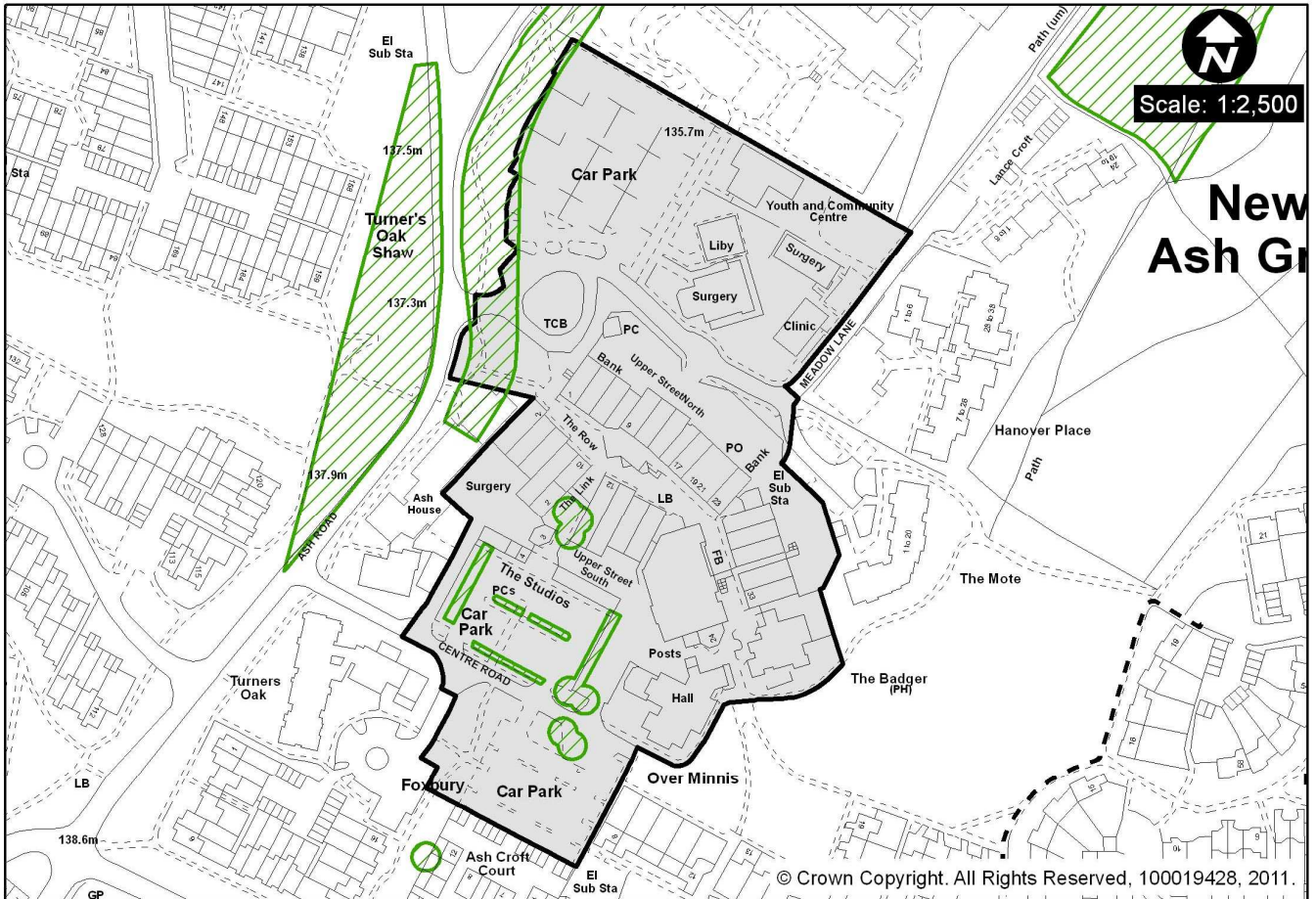
<b>Gross Area (Ha):</b>	2.6	<b>Net Area (Ha):</b>	2.6
<b>Net Housing Capacity</b>	0	<b>Phasing</b>	6-10 years (2017-2021)

# H2 (d) 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> <p>Access – Access to employment space from existing access on Station Approach. Access to residential from Greenfield. Safety enhancements such as signing and lining are likely to be required at the junction of Greenfield and Forge Croft.</p> <p>Delivery – site promoted for mixed use by owner, Network Rail</p>			
<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)

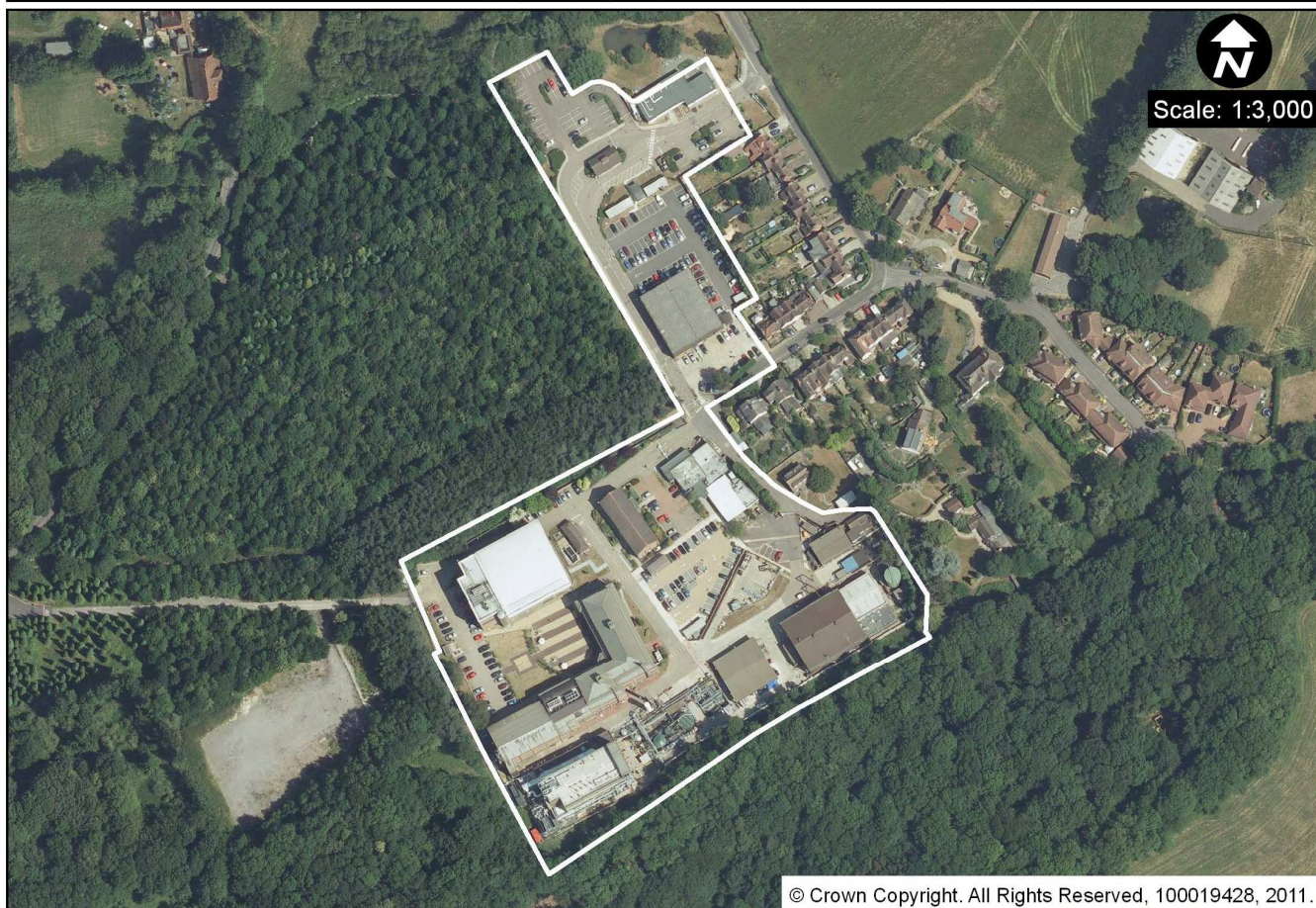
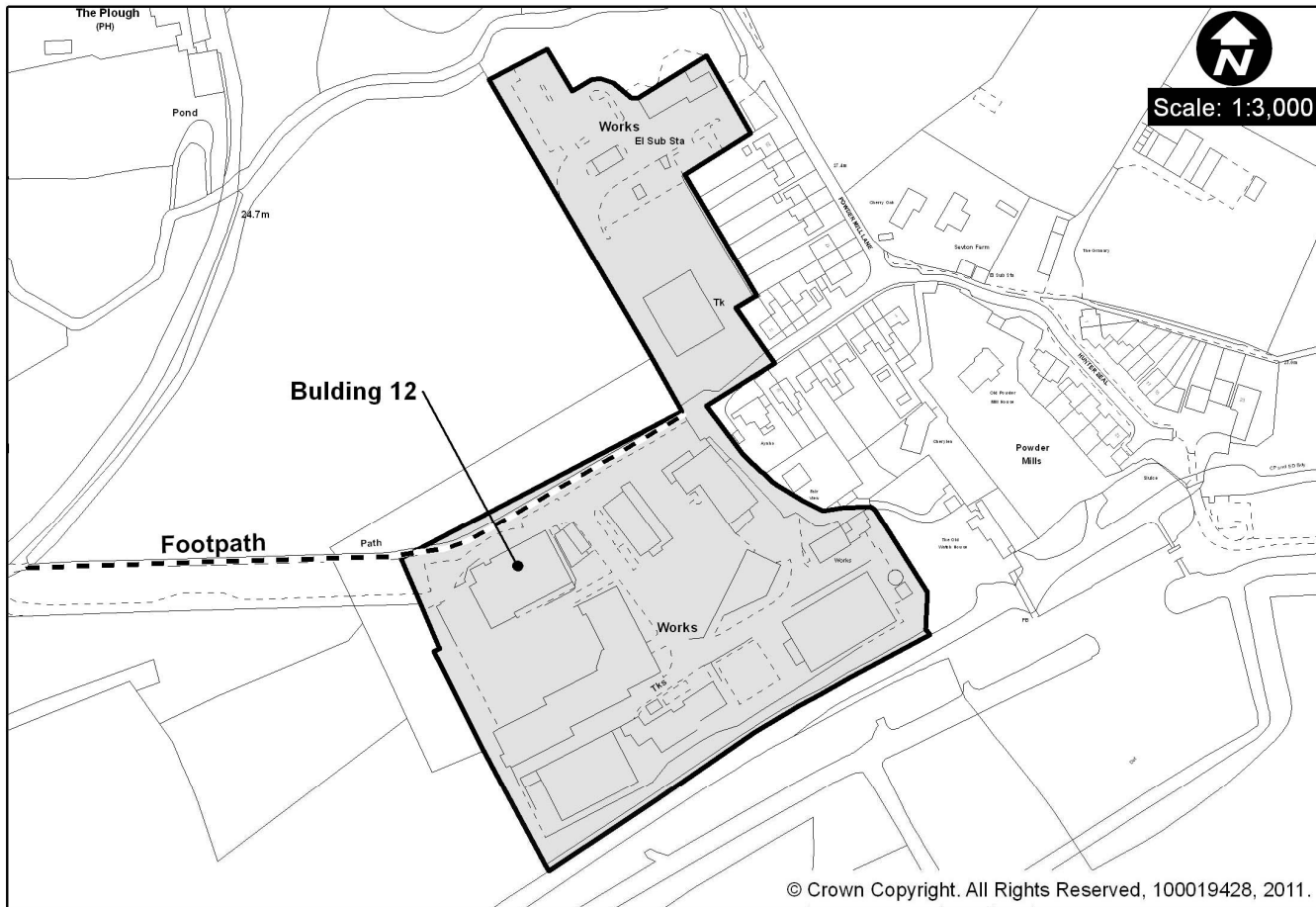
H2 (e) New Ash Green Village Centre, New Ash Green



<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		
<p><b>Development Guide:</b></p> <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, including parking for residential units</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 (f) Glaxo Smith Kline, Powder Mills, Leigh **SITE SUBJECT TO ONGOING STAKEHOLDER DISCUSSION - parish council/resident working group to report at end of August 2012**



Site Address:	Glaxo Smith Kline, Powder Mills, Leigh	Settlement:	Other settlement
Ward:	Leigh and Chiddingstone Causeway	Proposed Allocation:	Residential Led Mixed Use
Current use:	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

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

## EMPLOYMENT SITES

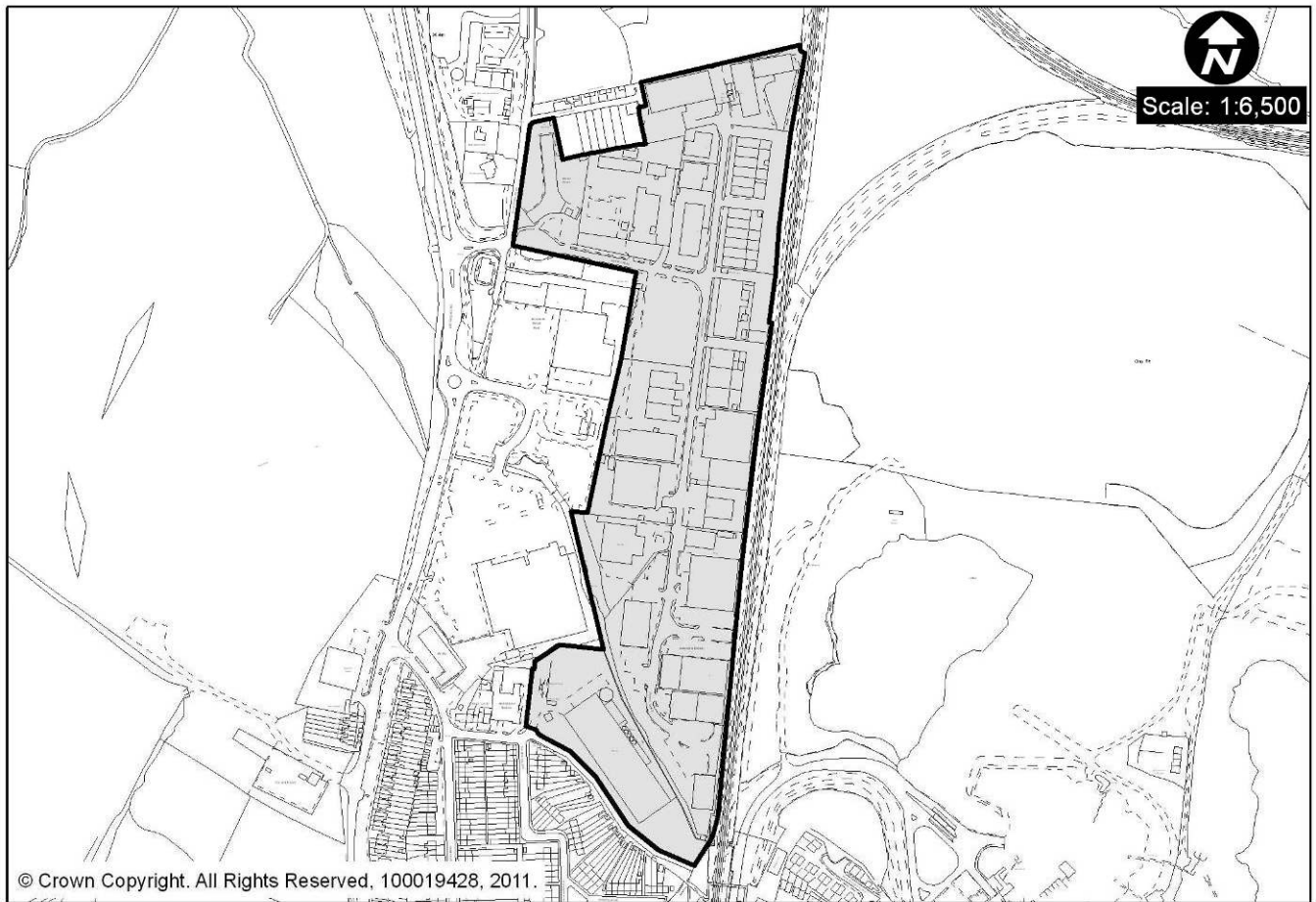
Core Strategy Policy SP8 is the overarching strategic policy that provides for the retention and creation of employment and business facilities throughout the District, and promotes a flexible approach to the use of land for business and employment purposes.

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

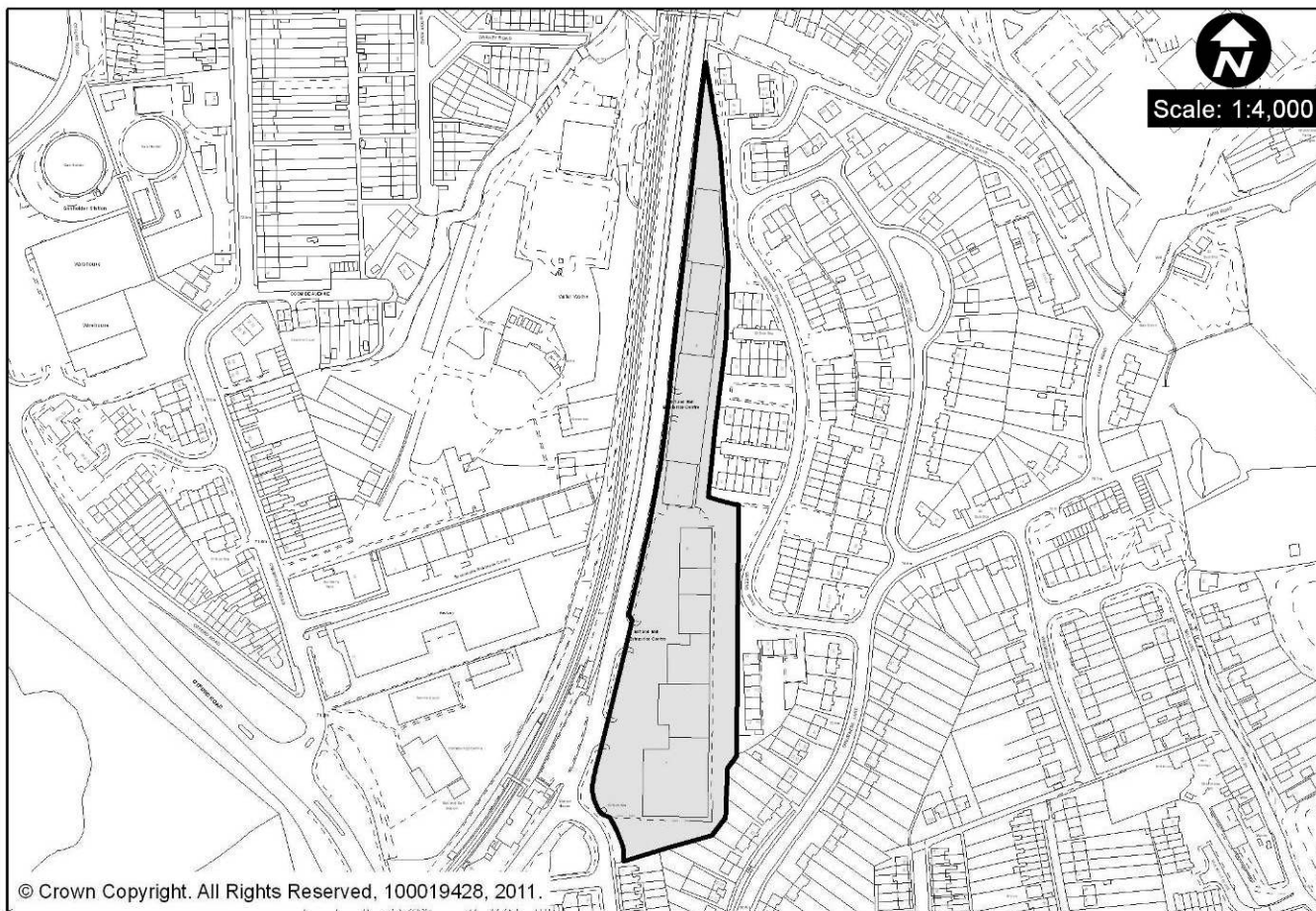
Policy EMP1 of this document therefore identifies that the following sites will be retained or allocated for Business Use across the District for B1 – B8 uses. Site location plans are included to show the extent of the sites, whilst the site areas and existing uses are detailed below. Further detail 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
	<u>Sevenoaks Urban Area</u>		
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
	<u>Swanley</u>		
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
	<u>Edenbridge</u>		
EMP1(w)	Station Road, Edenbridge	18.8	Offices, Warehousing & Industry
EMP1(x)	Edenbridge Trading Centre/ Warsop Trading Centre	1.6	Offices, Warehousing & Industry
	<u>Other Settlements</u>		
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)	West Kingsdown Industrial Estate, West Kingsdown	0.5	Light industry
EMP1(zzz)	Horton Kirby Trading Estate, South Darenth	0.8	Office & Industry

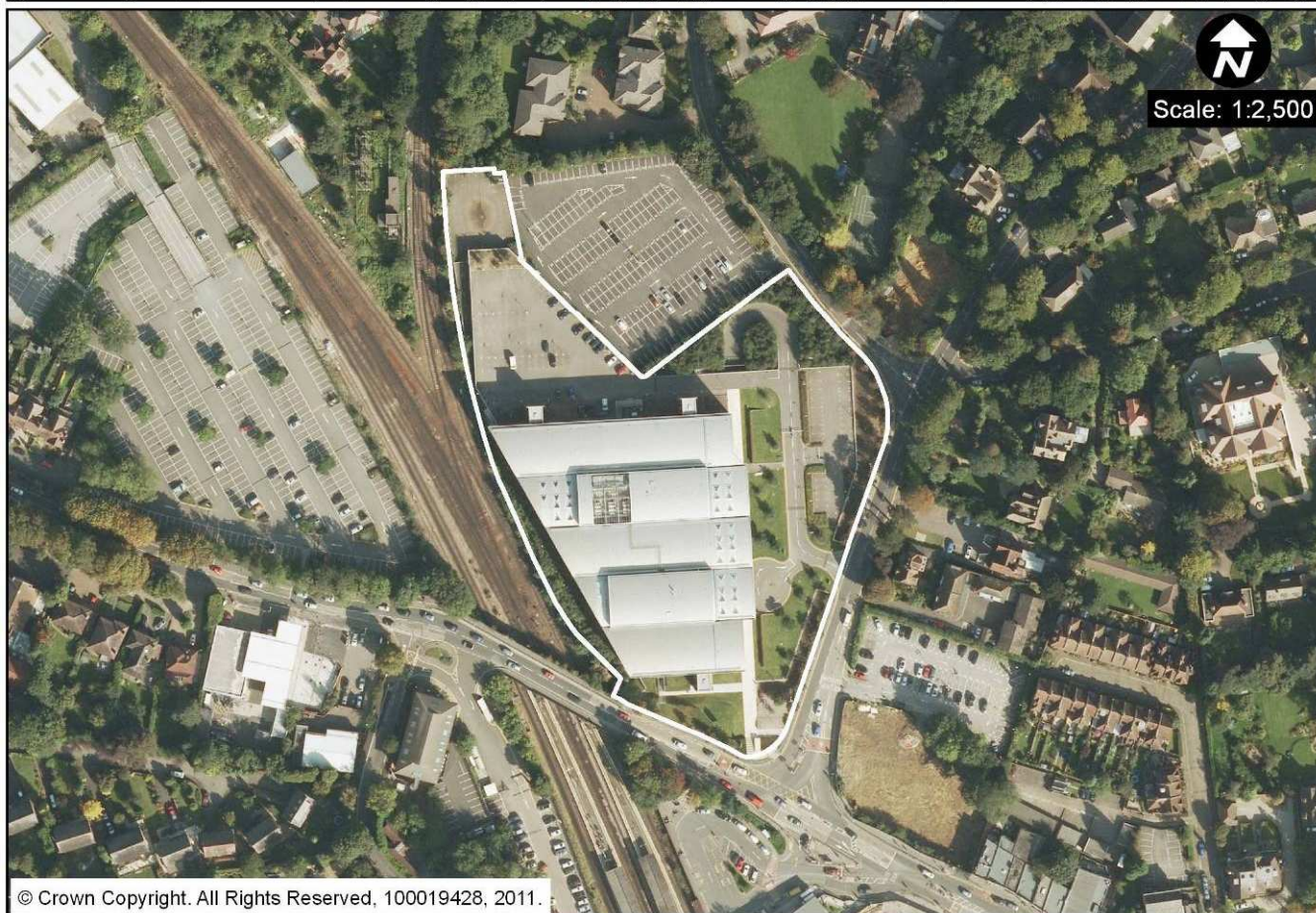
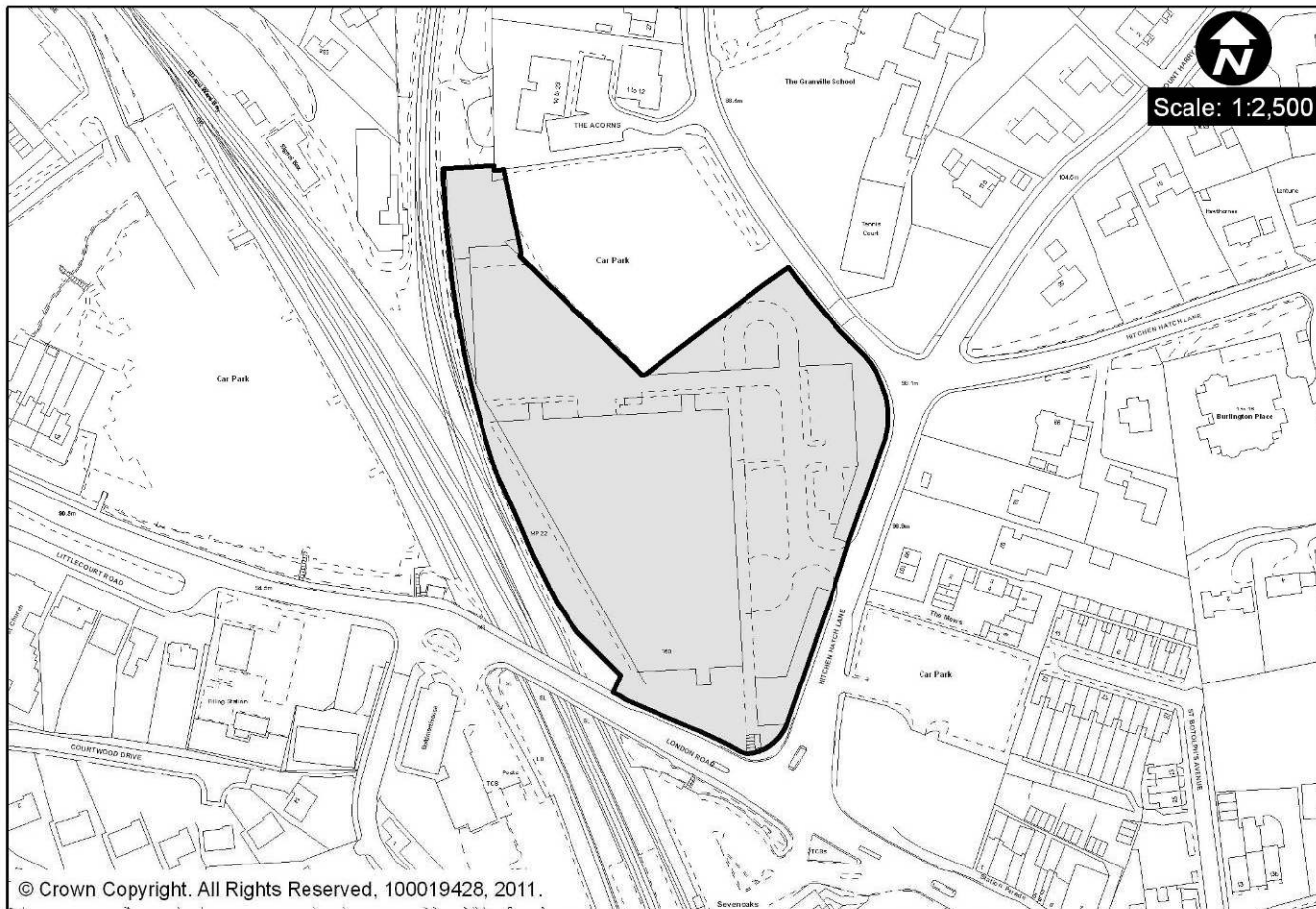
EMP1(a) Vestry Road, Sevenoaks (11.3ha)



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



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

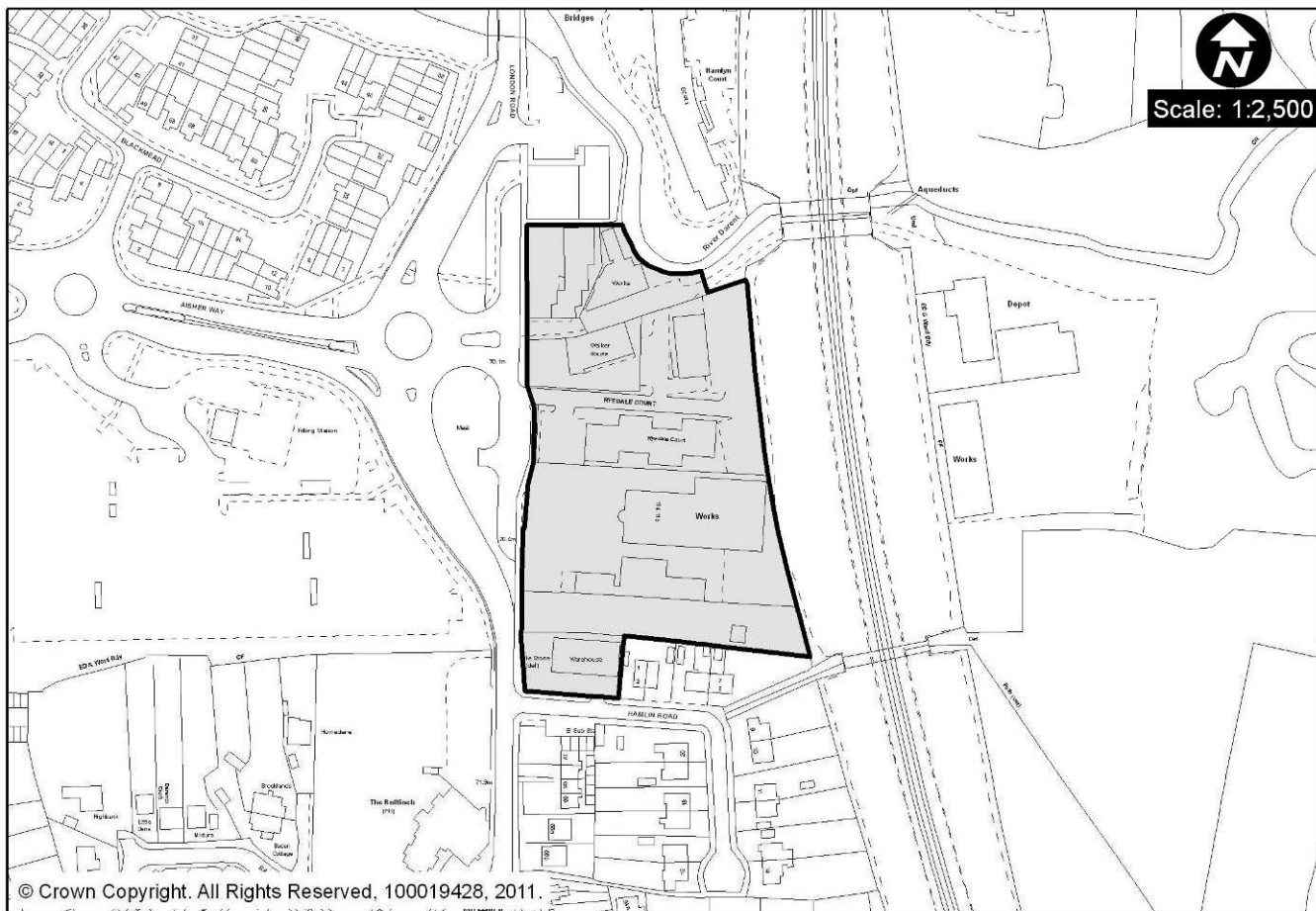


EMP1(d) Erskine House, Oak Hill Road, Sevenoaks (0.5ha)

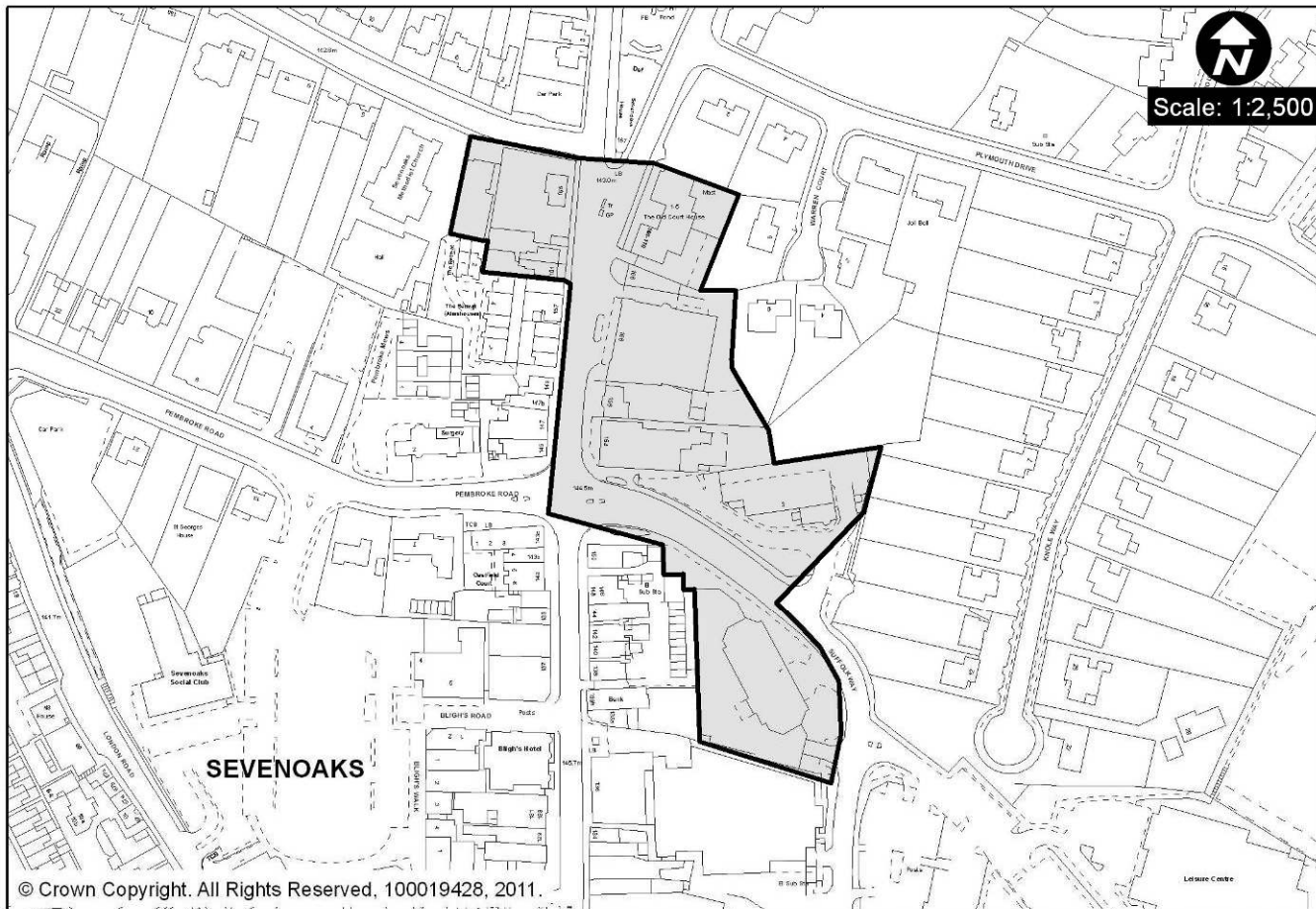




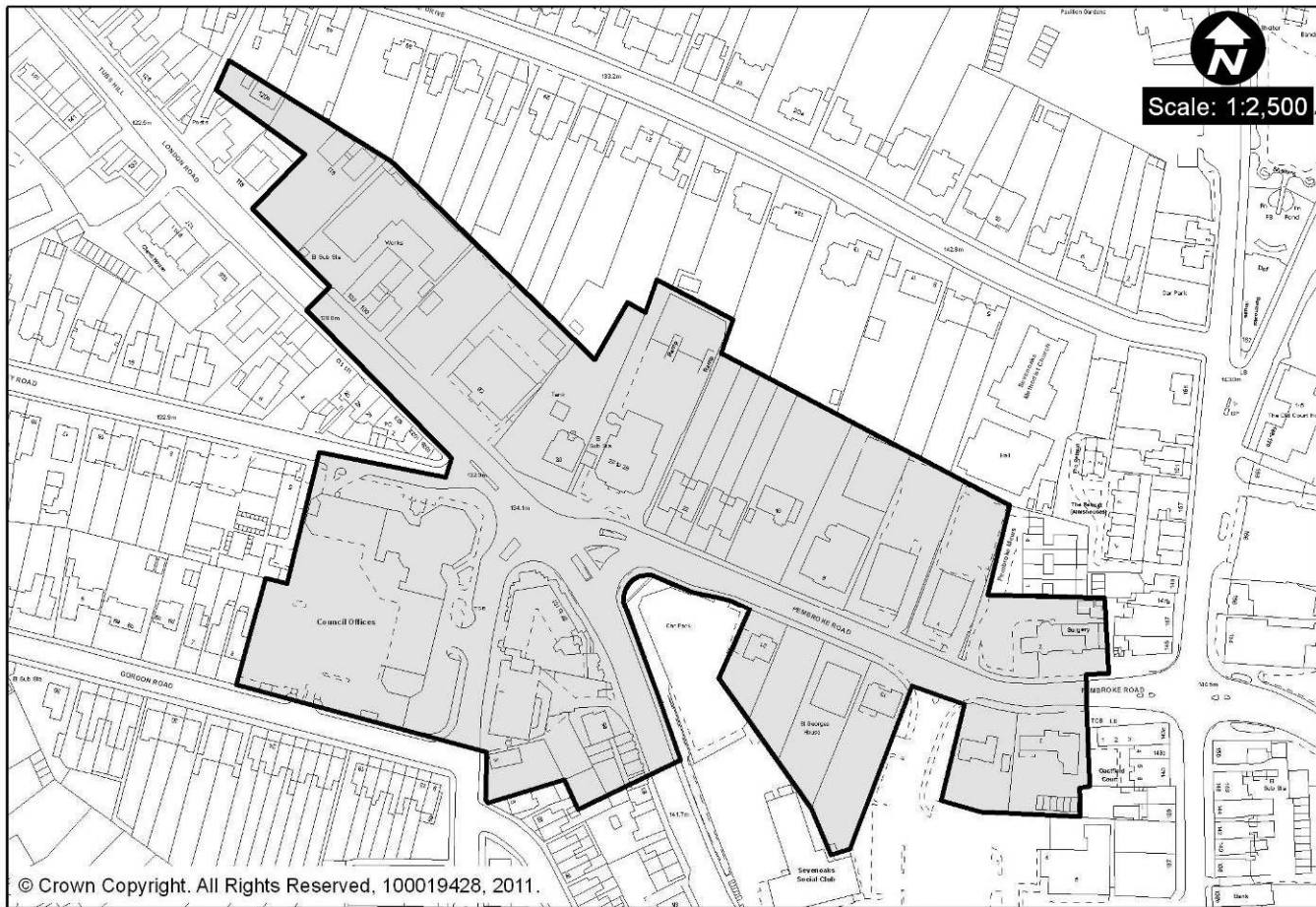
EMP1(e) Hardy's Yard, Riverhead (1.3ha)



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



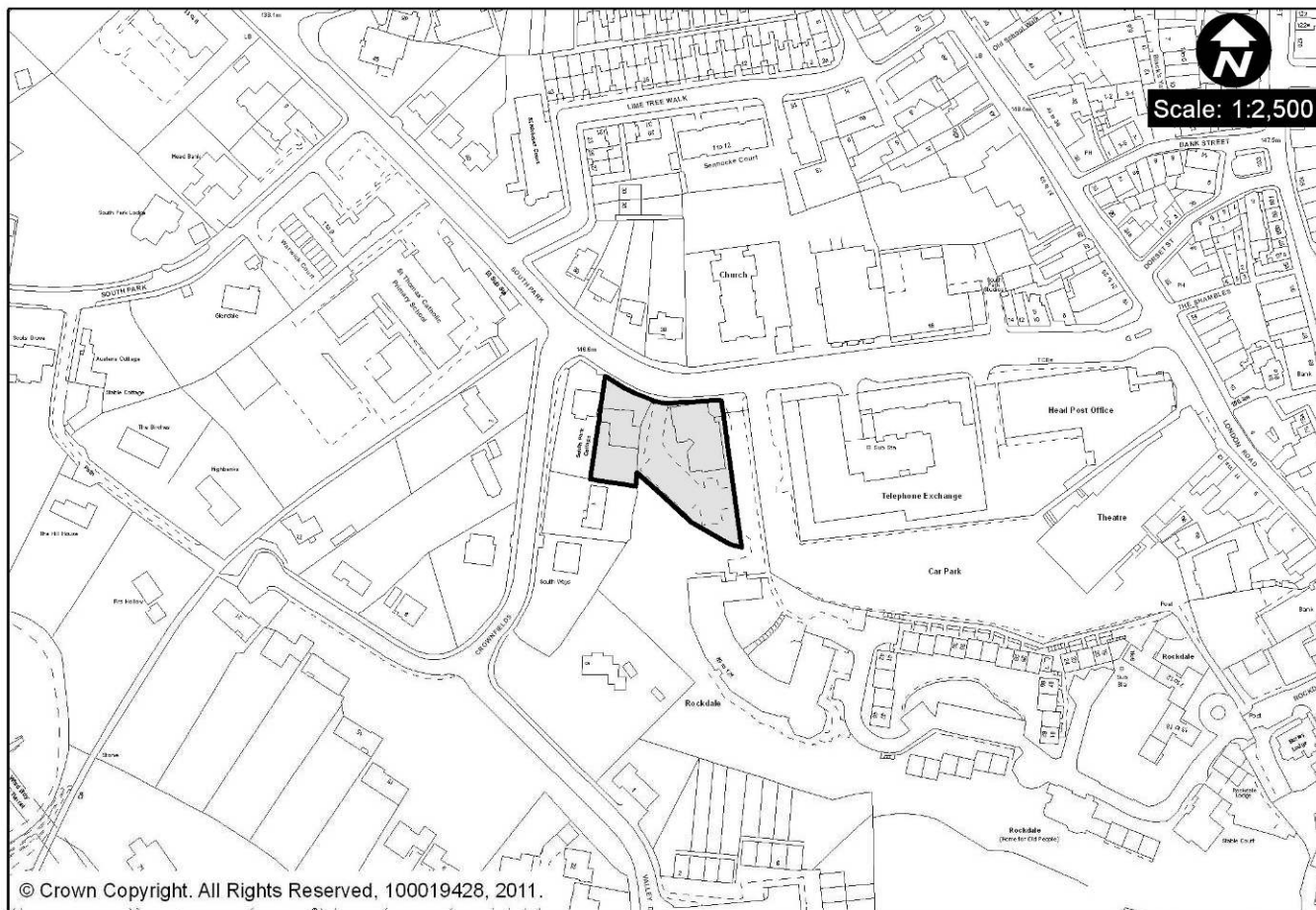
EMP1(g) London Road, Sevenoaks (4.0ha)



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



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

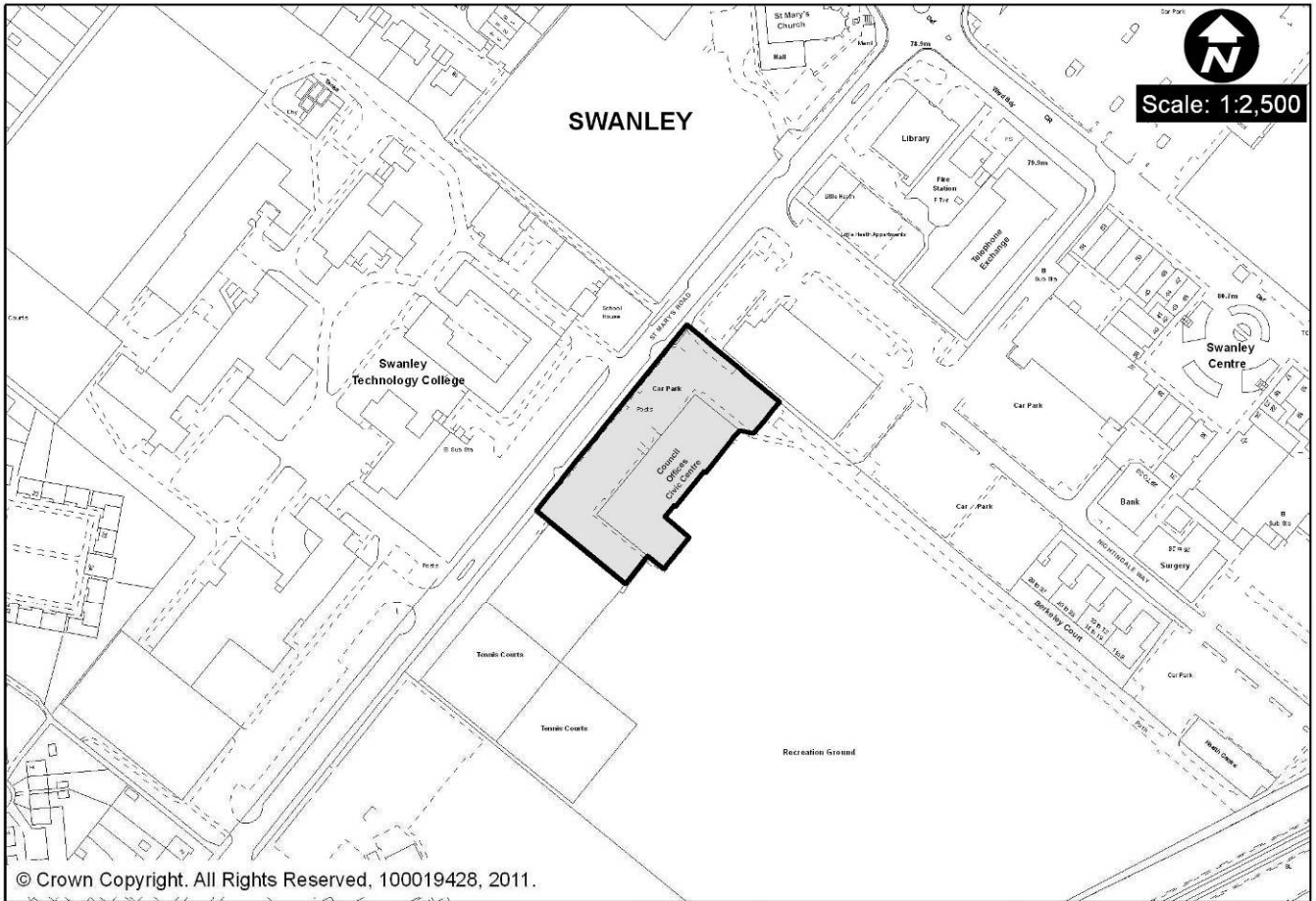




EMP1(k) Wested Lane Industrial Estate, Swanley (8.2ha)



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

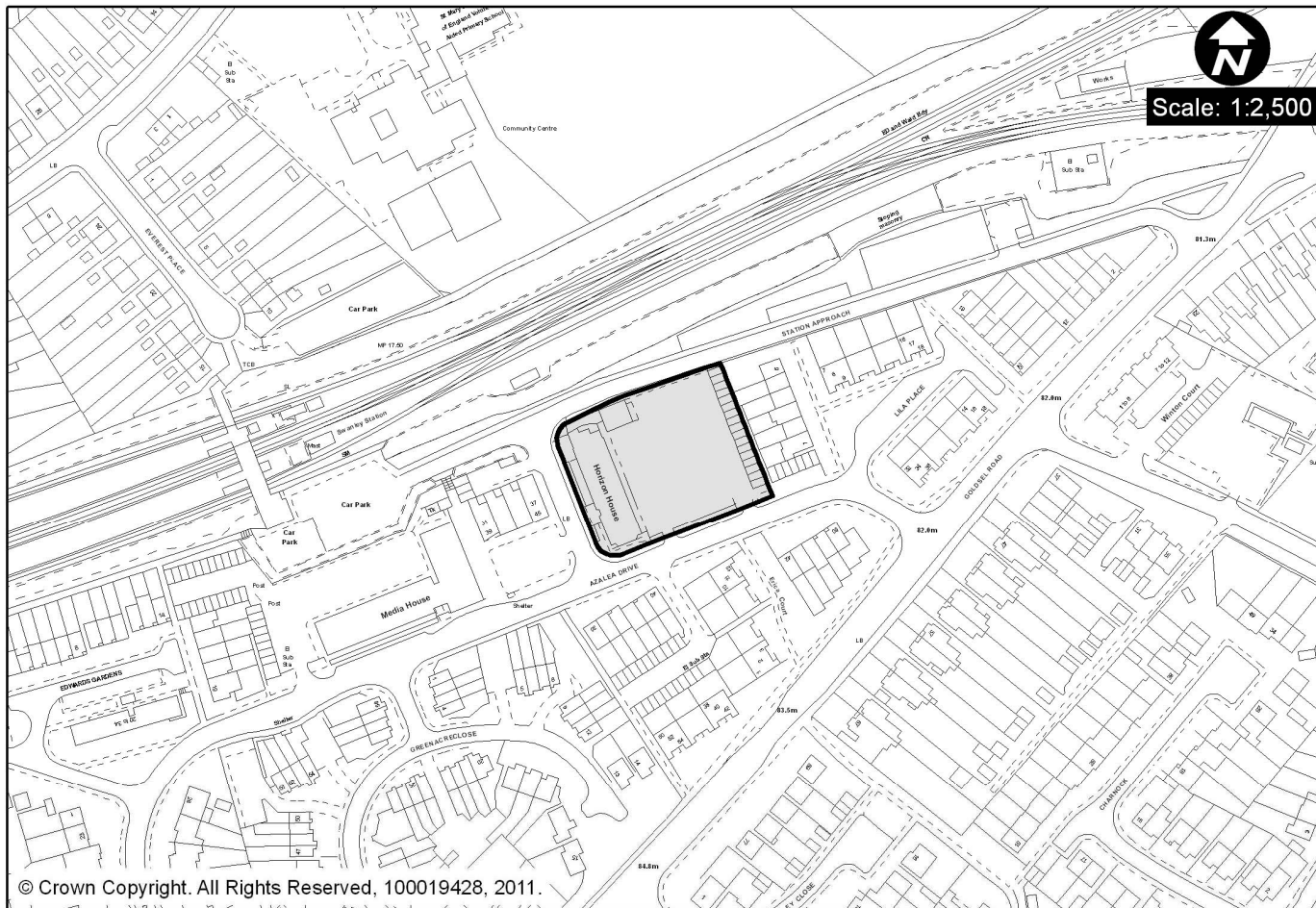




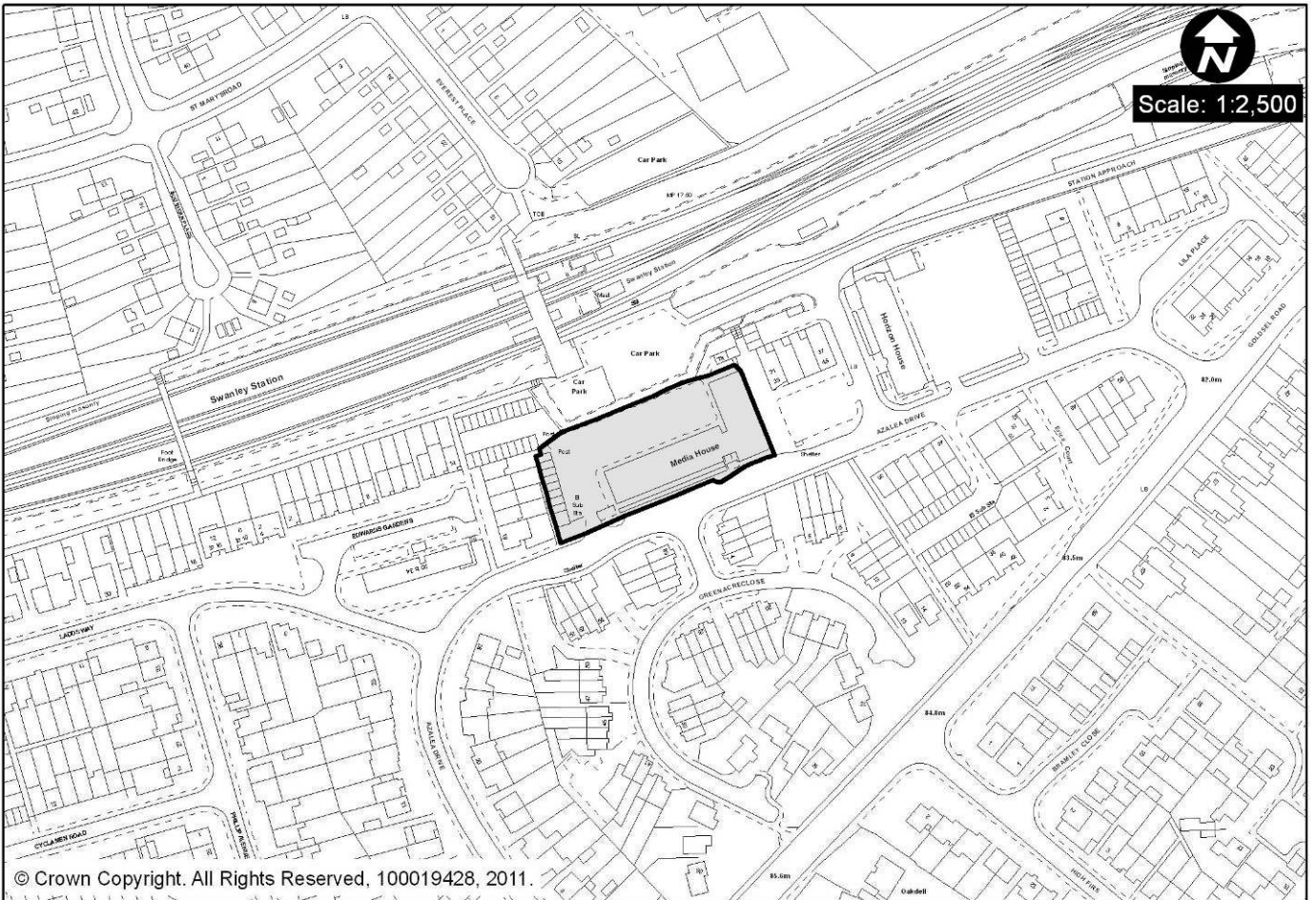
EMP1(m) Swan Mill, Goldsel Road, Swanley (2.6ha)



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



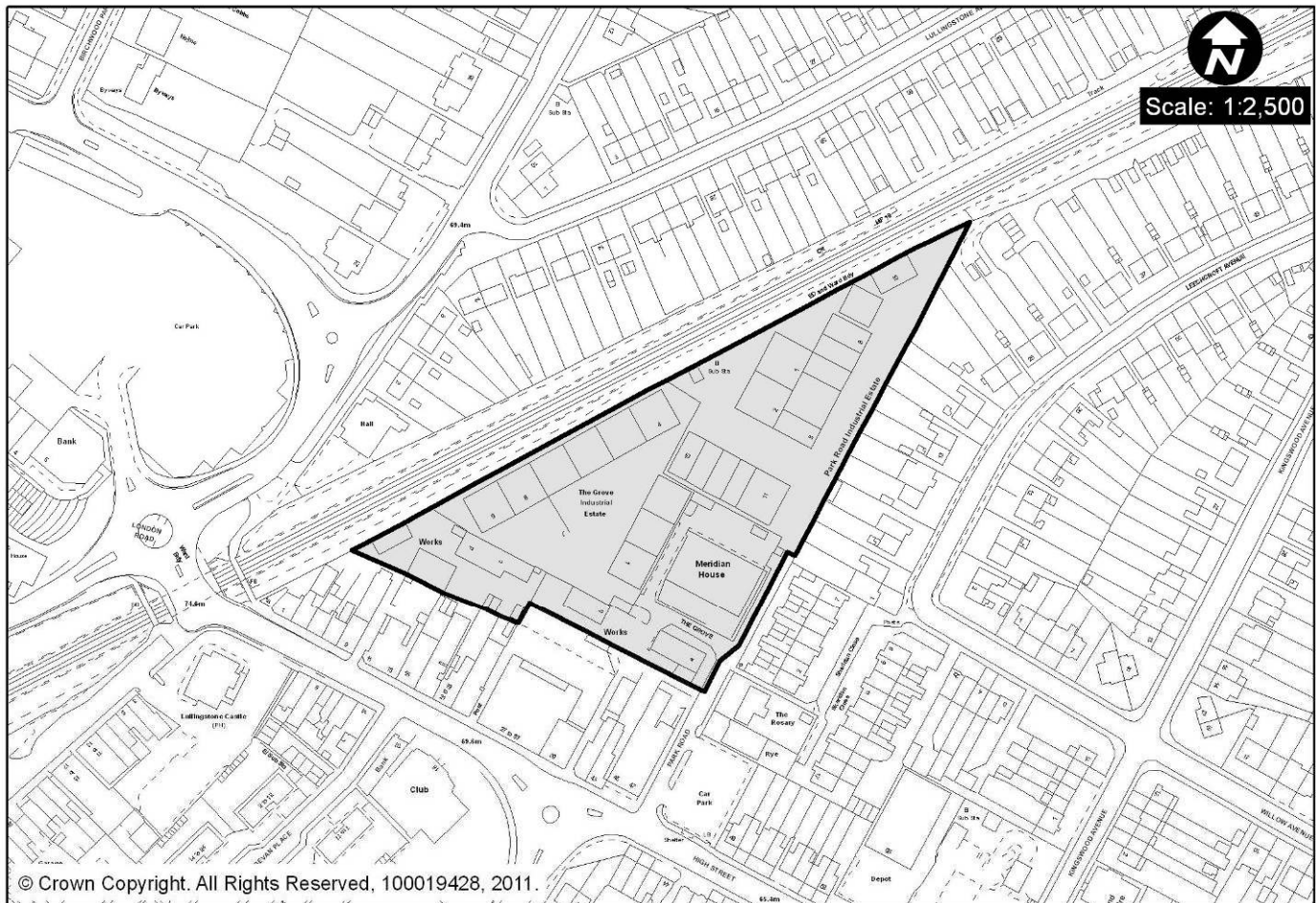
EMP1(o) Media House, Swanley (0.3ha)



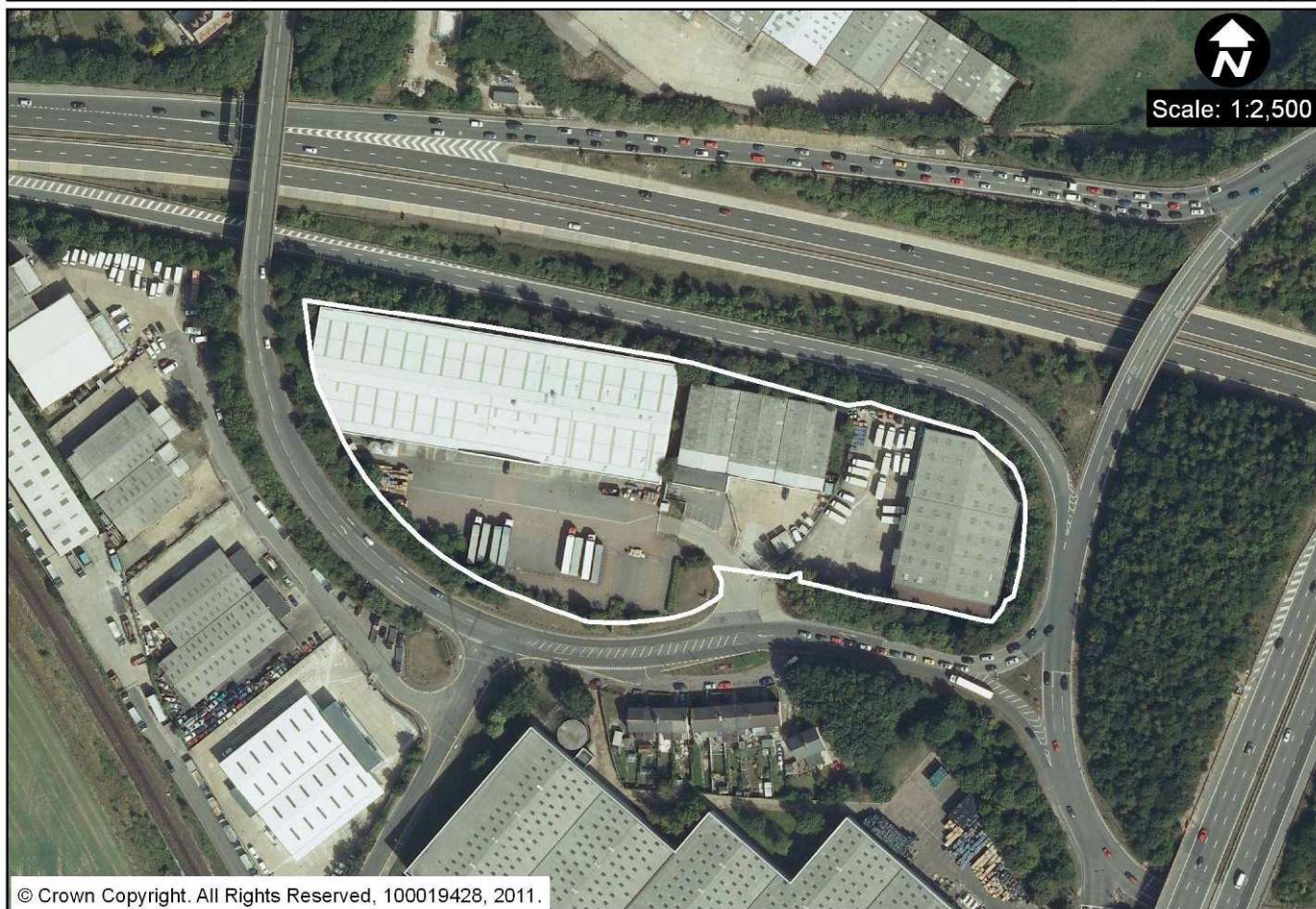
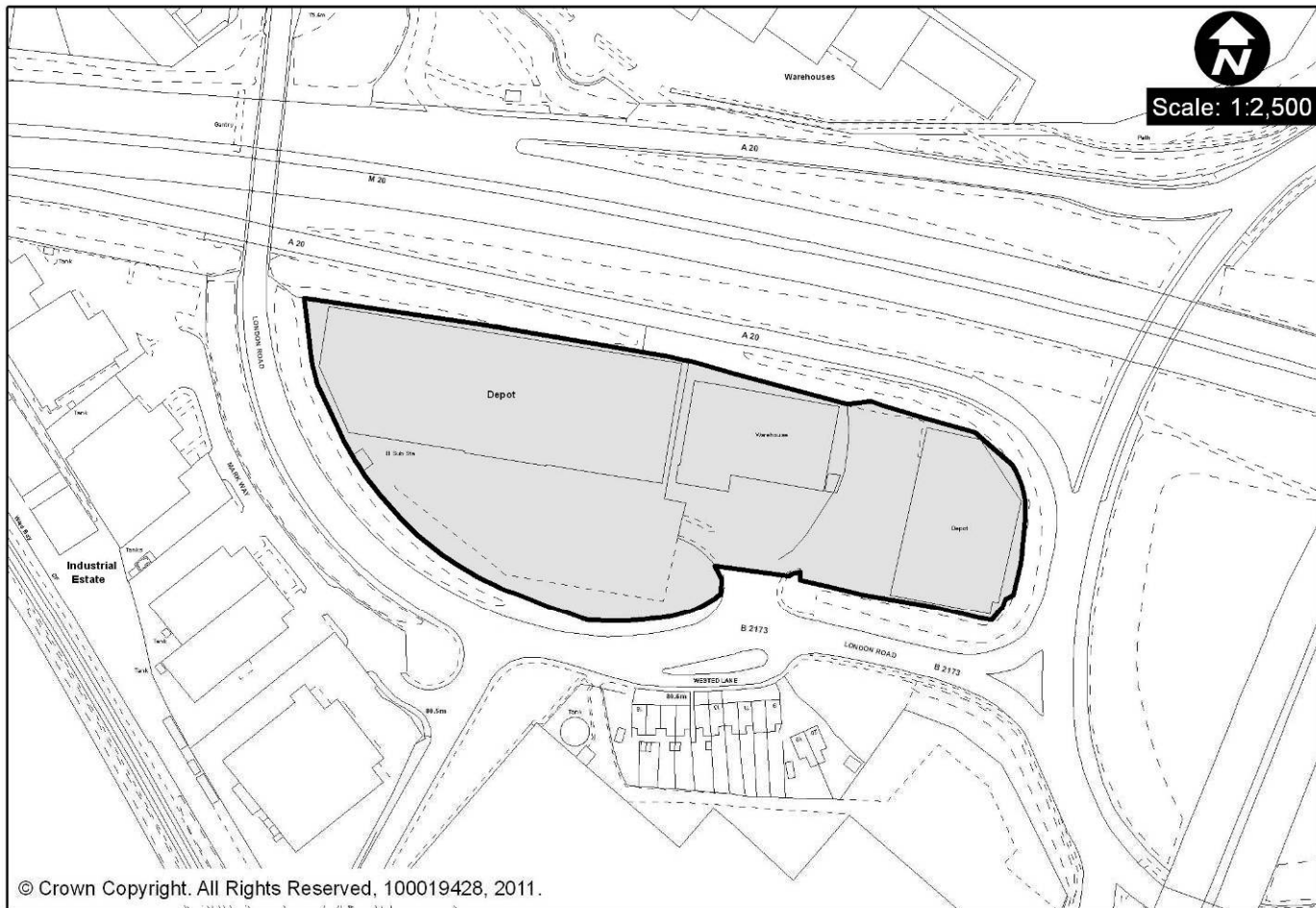
EMP1 (p) Moreton Industrial Estate, Swanley (1.8ha)



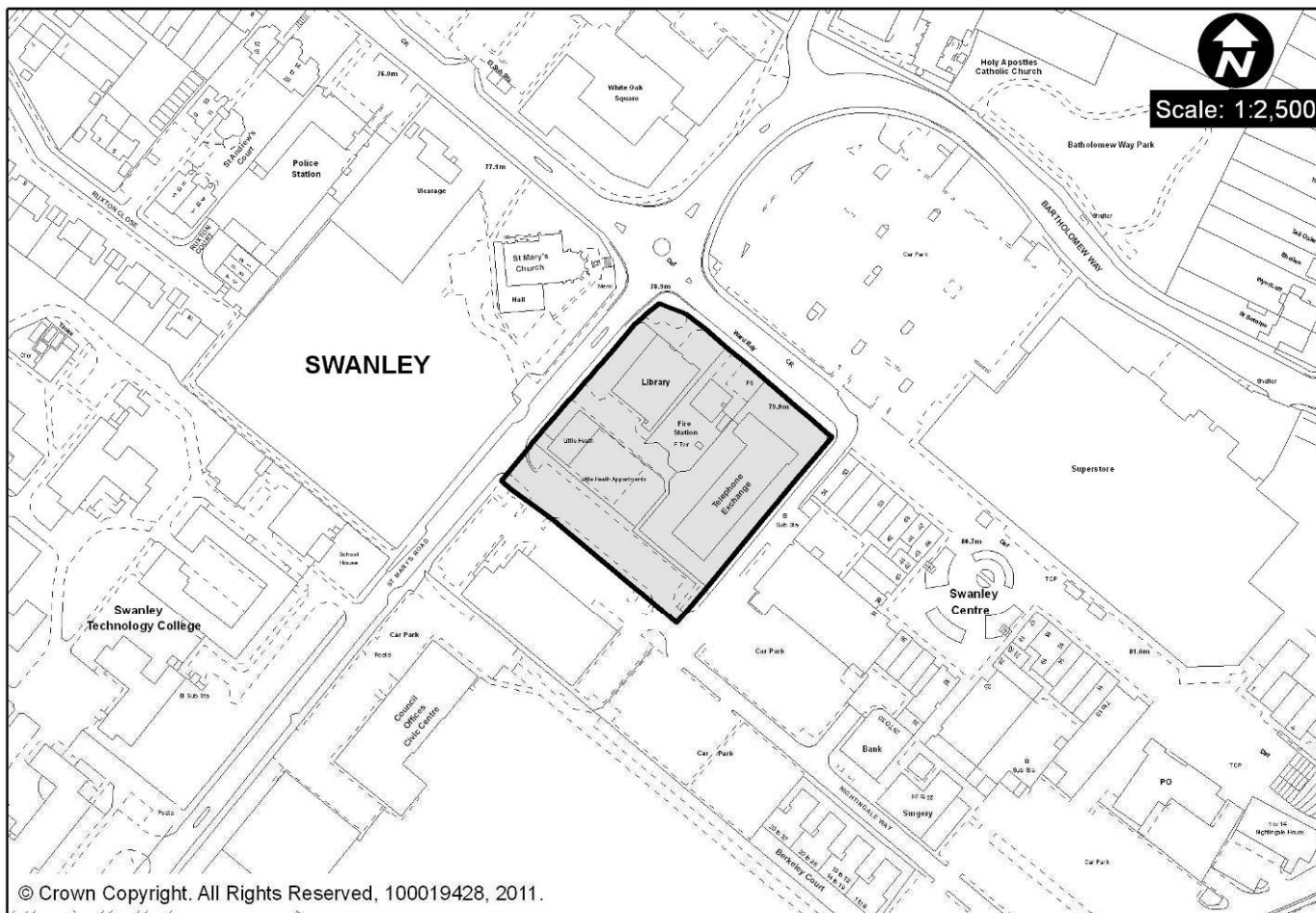
EMP1(q) Park Road Industrial Estate, Swanley (1.3ha)



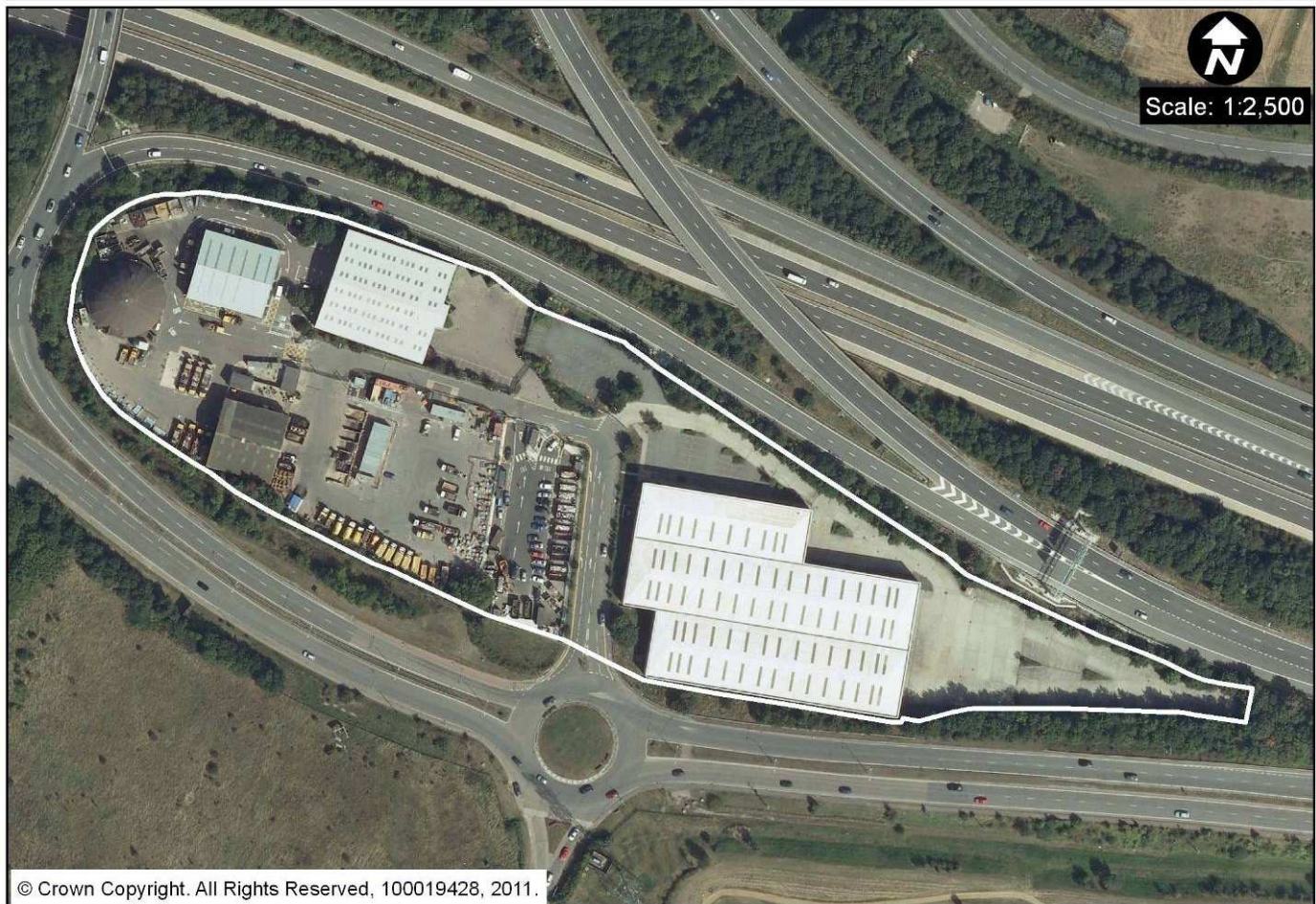
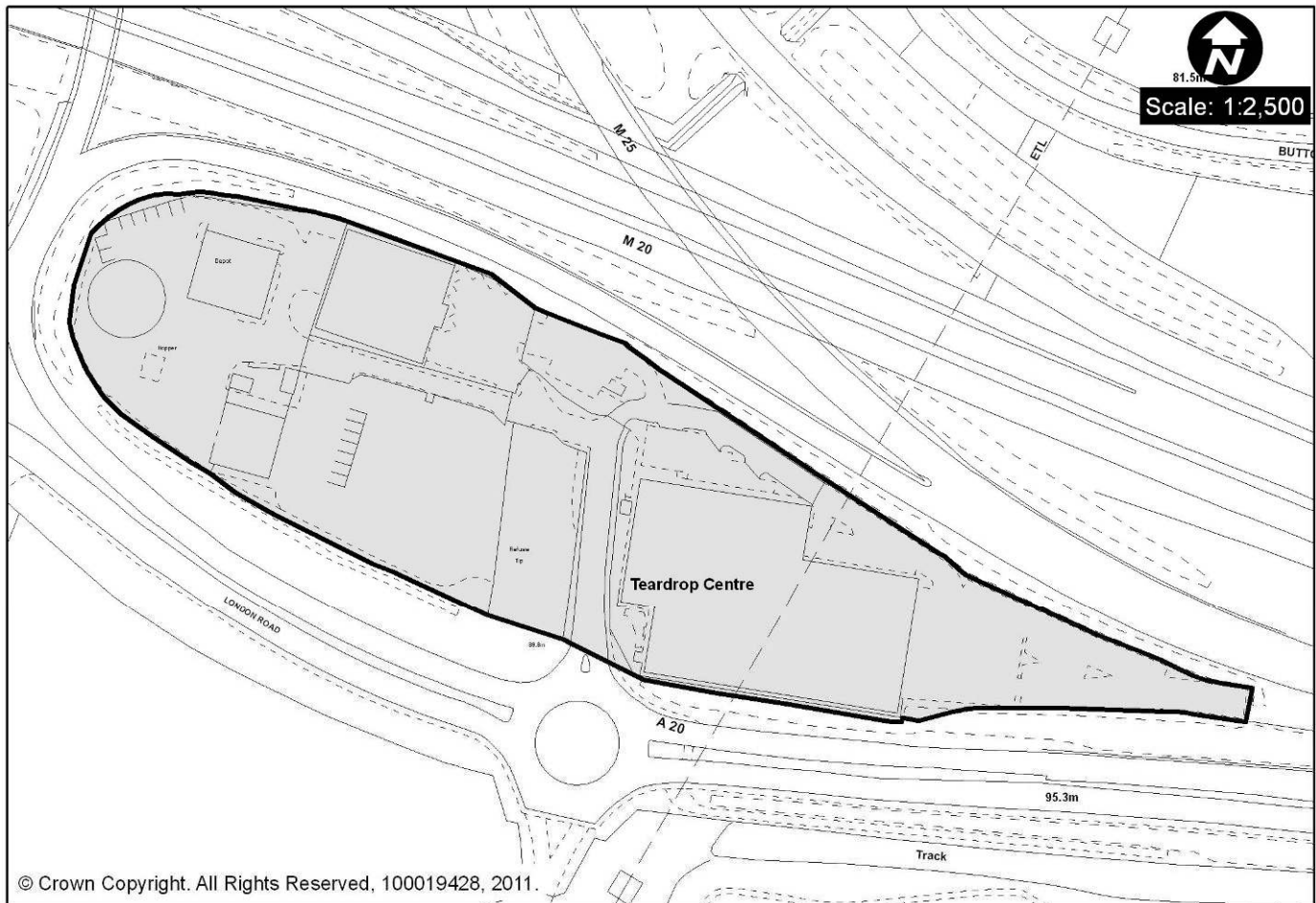
EMP1 (r) Southern Cross Industrial Estate, Swanley (1.9ha)



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

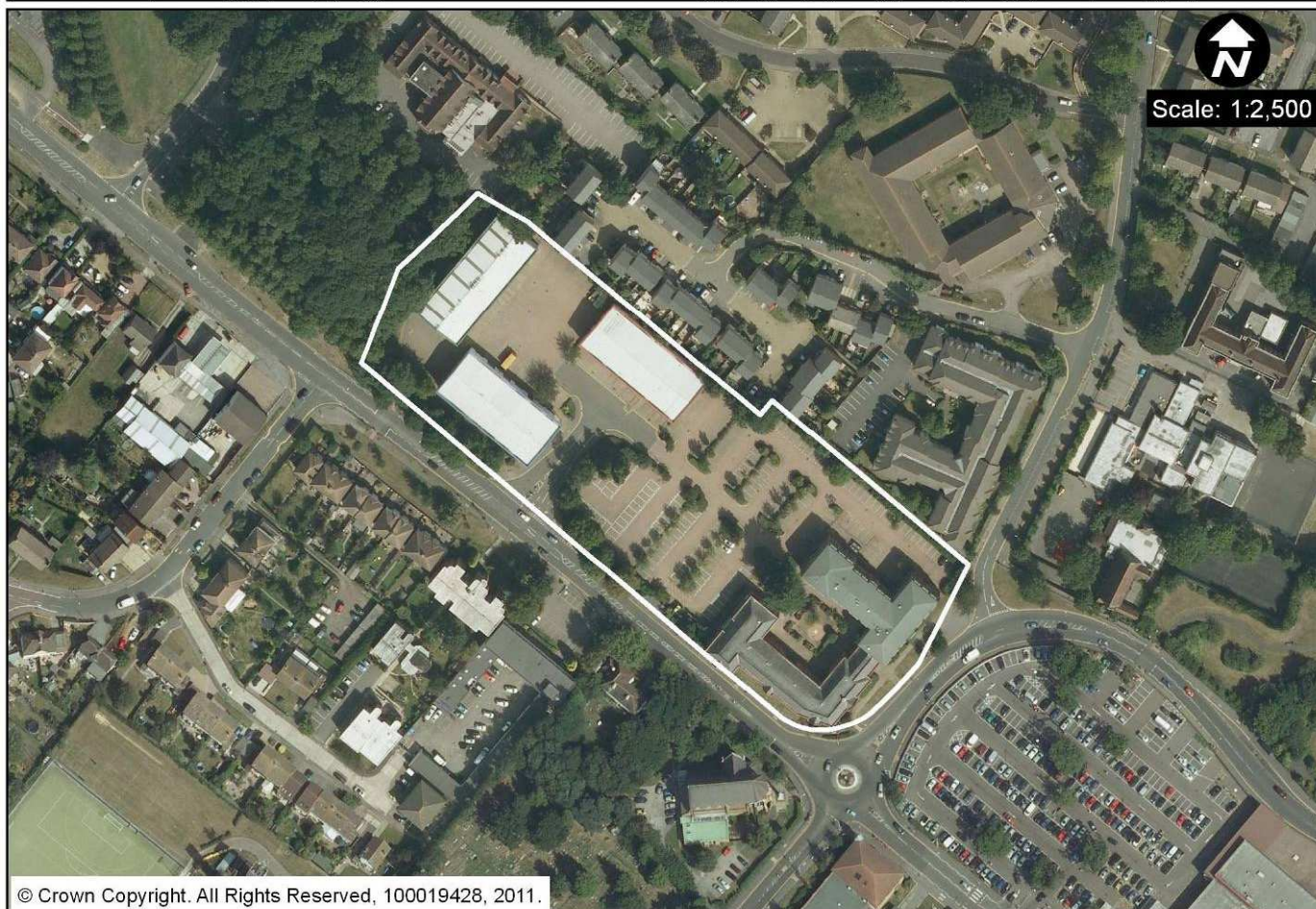
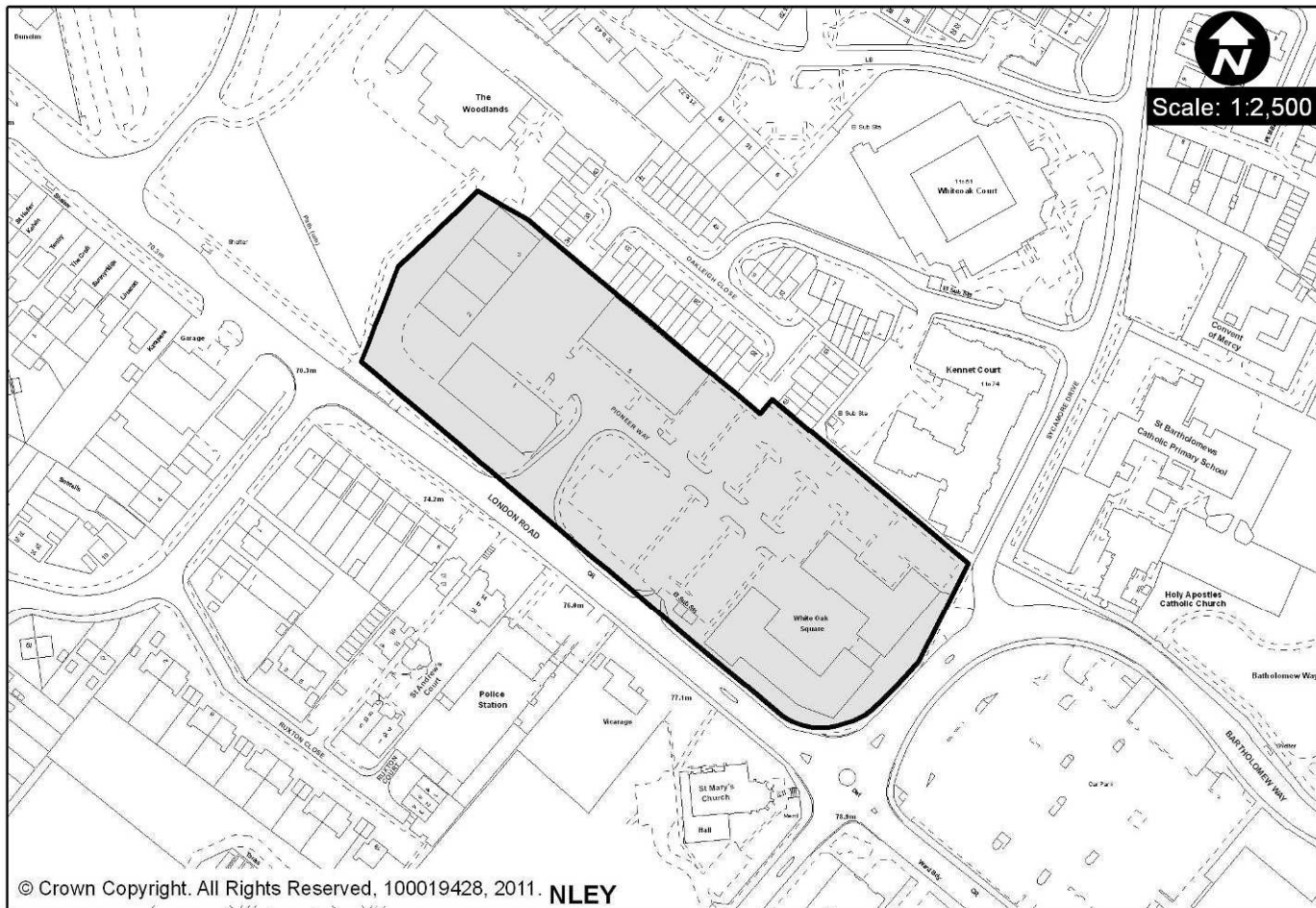


EMP1(t)Teardrop Industrial Estate, Swanley (3.4ha)

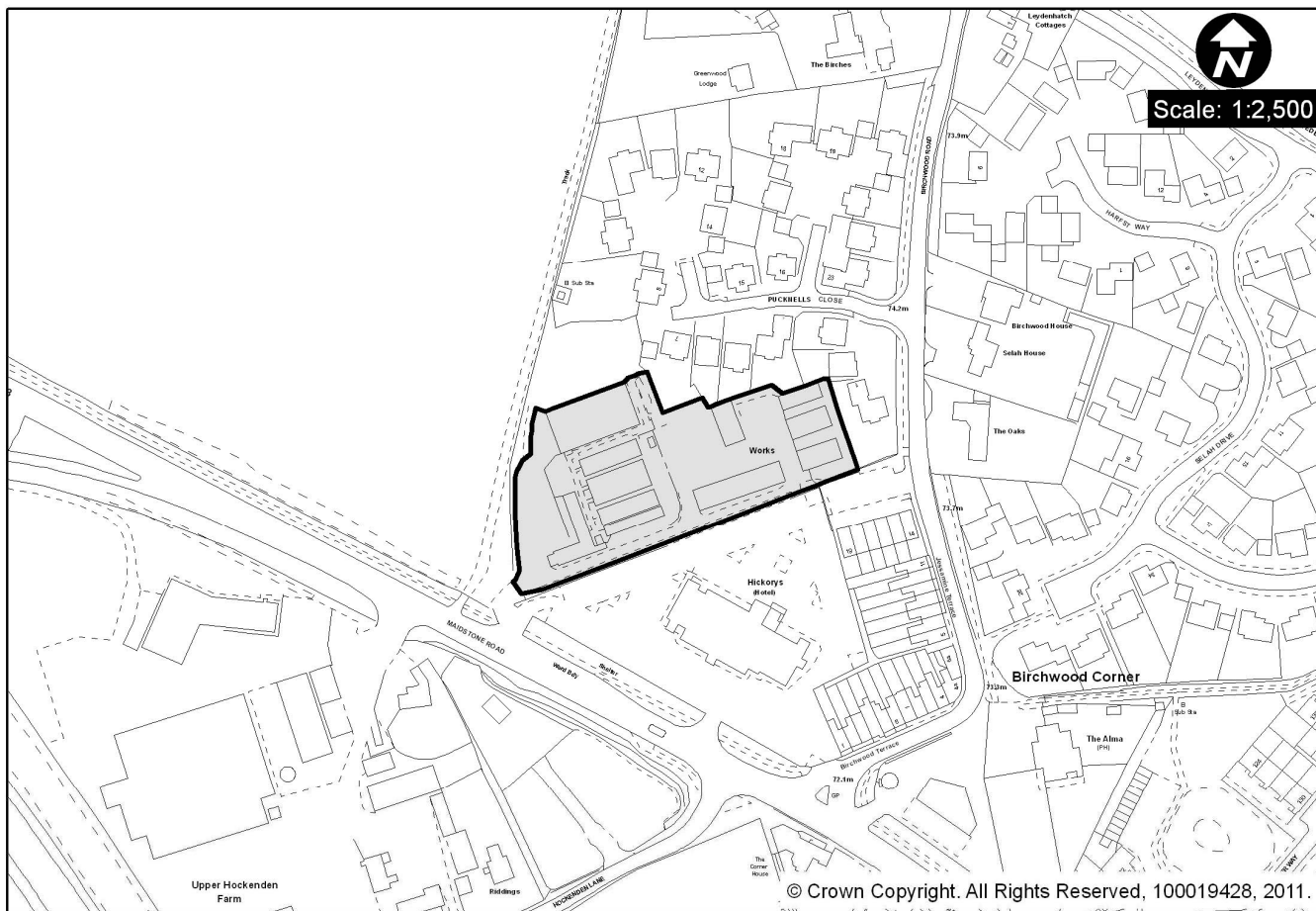




# EMP1(u) The Technology Centre, Swanley (1.9ha)



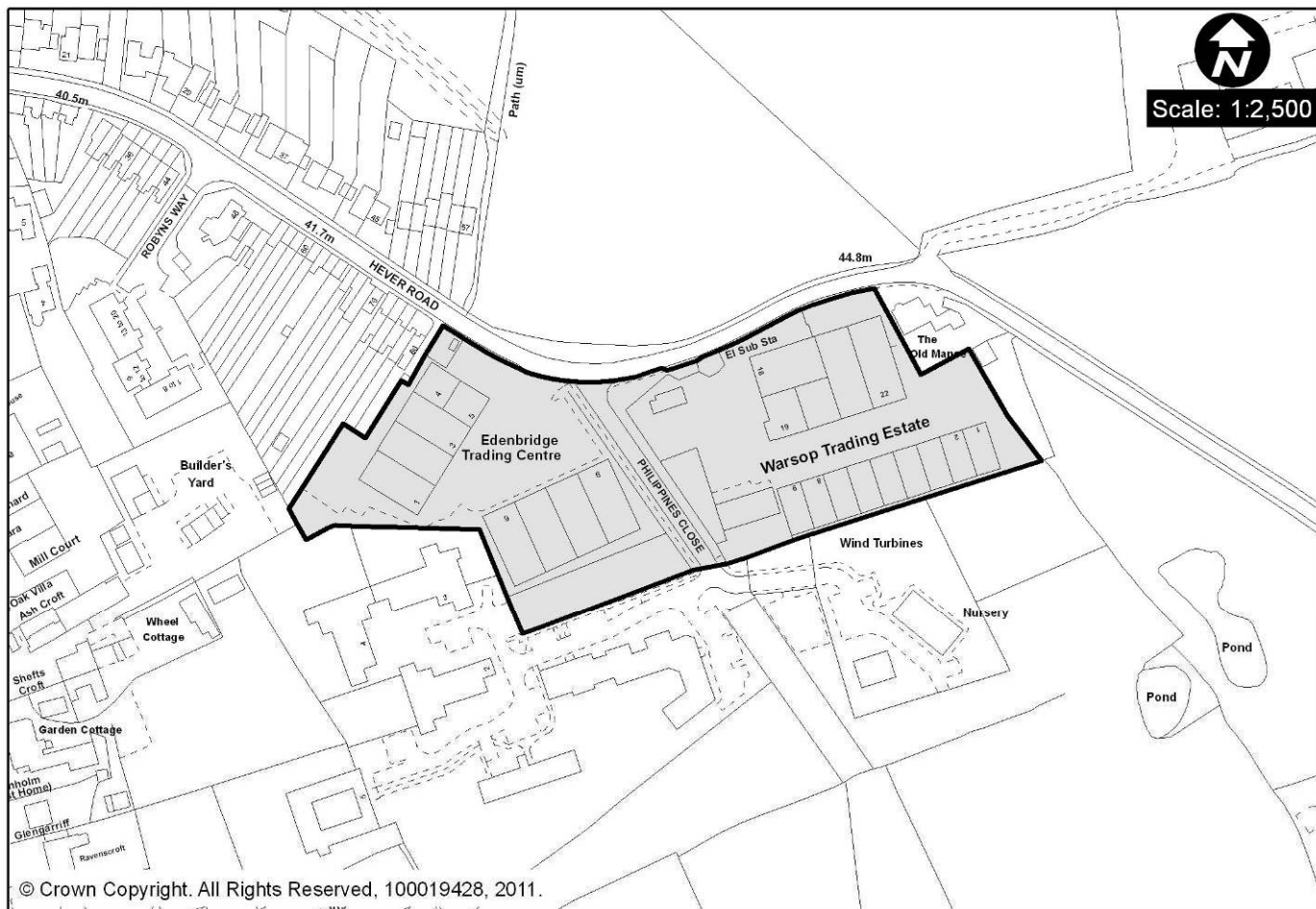
EMP1(v) Trading centre to rear of Premier Inn, Swanley (0.58ha)



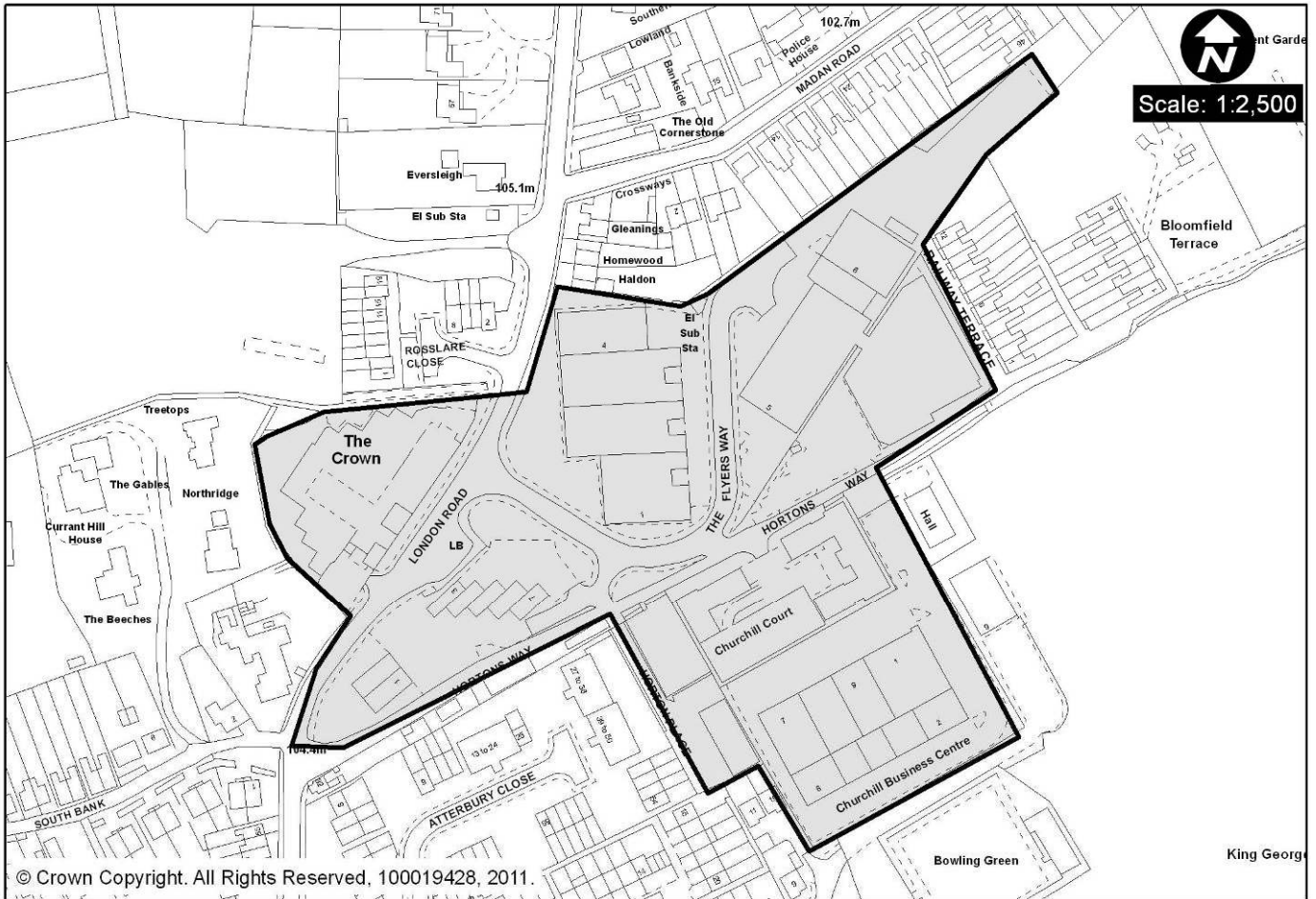
EMP1 (w) Station Road, Edenbridge (18.8ha)



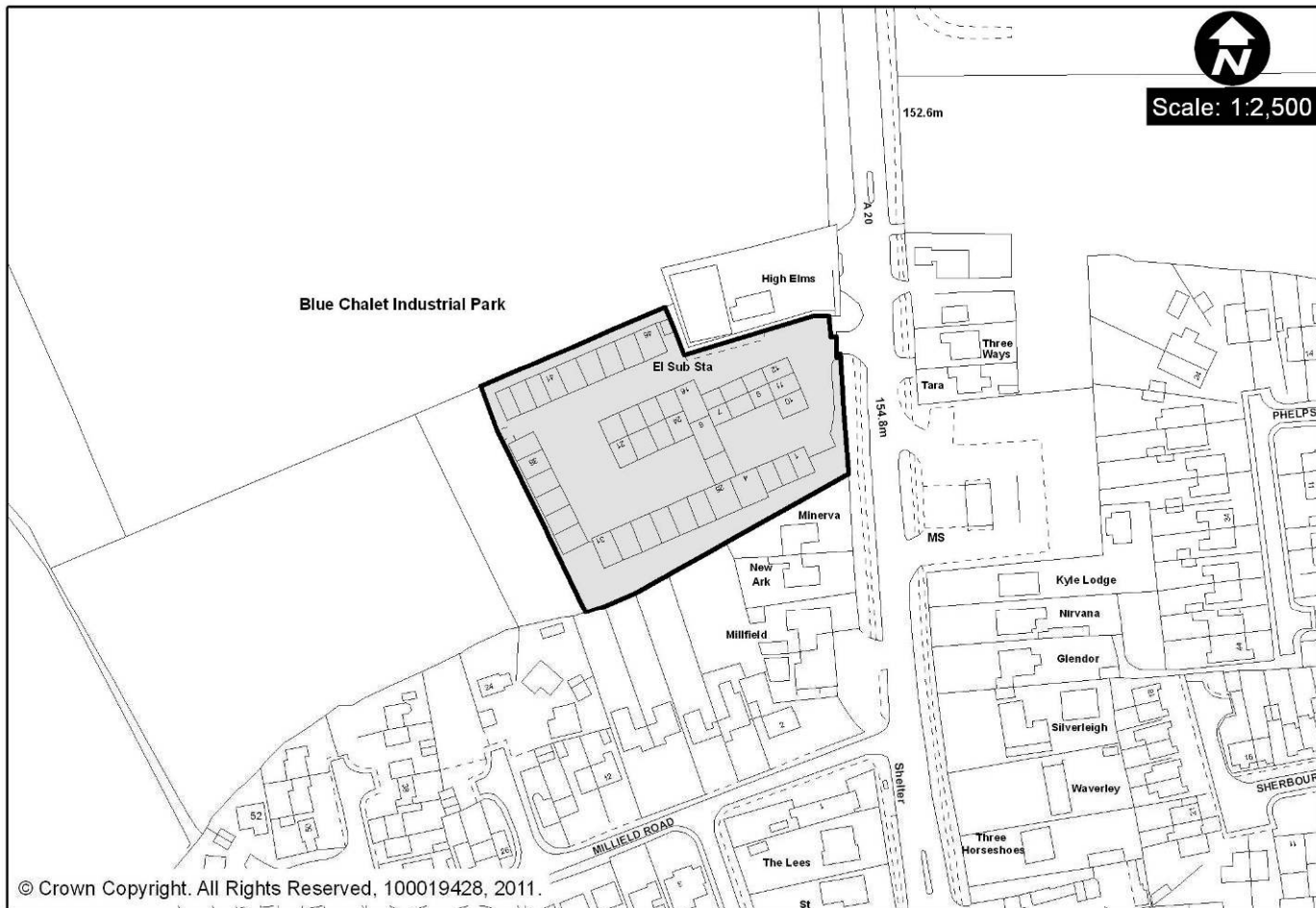
EMP1(x) Edenbridge Trading Centre/Warsop Trading Centre (1.6ha)



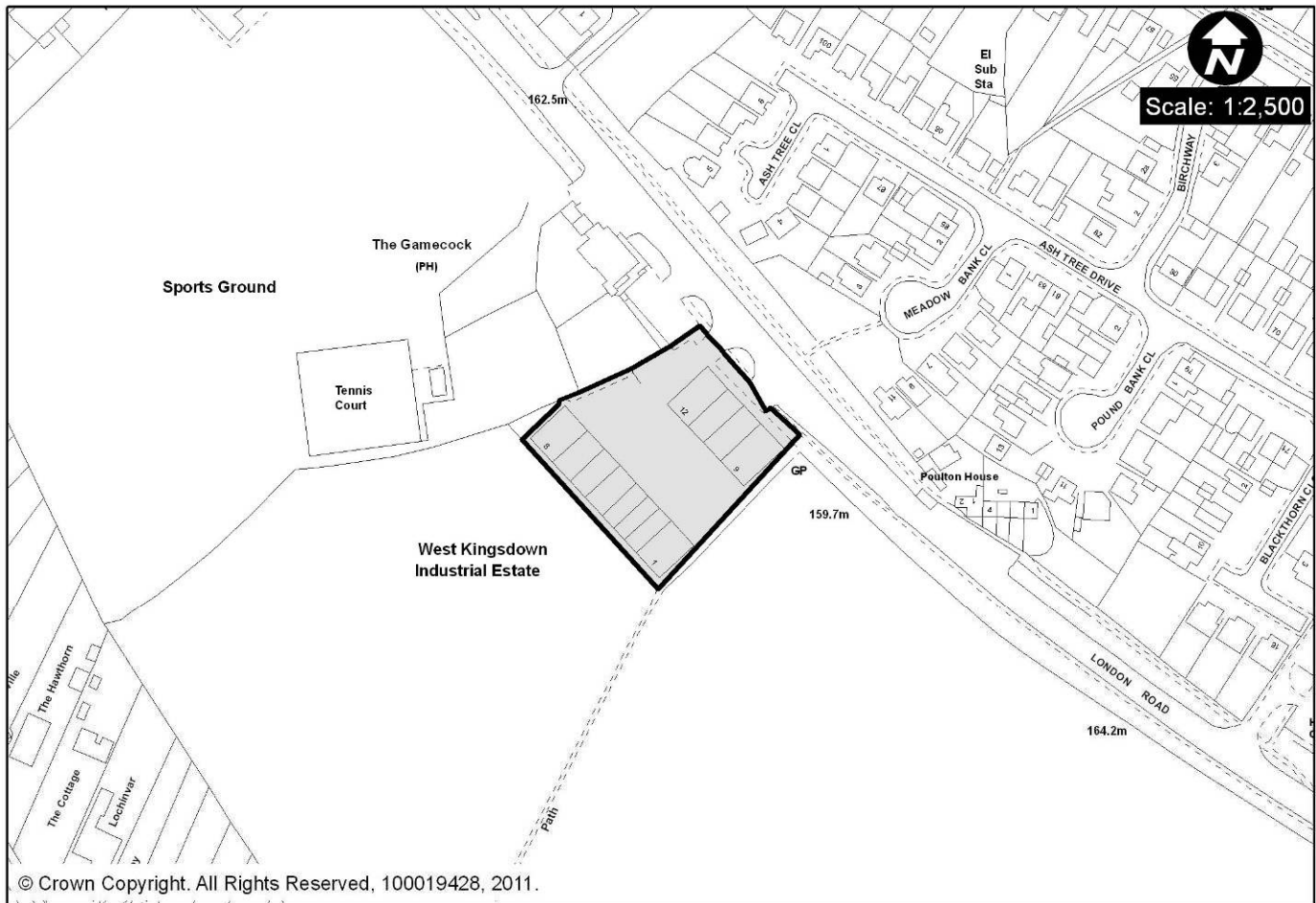
EMP1(y) Westerham Trading Centre, Westerham (3.7ha)



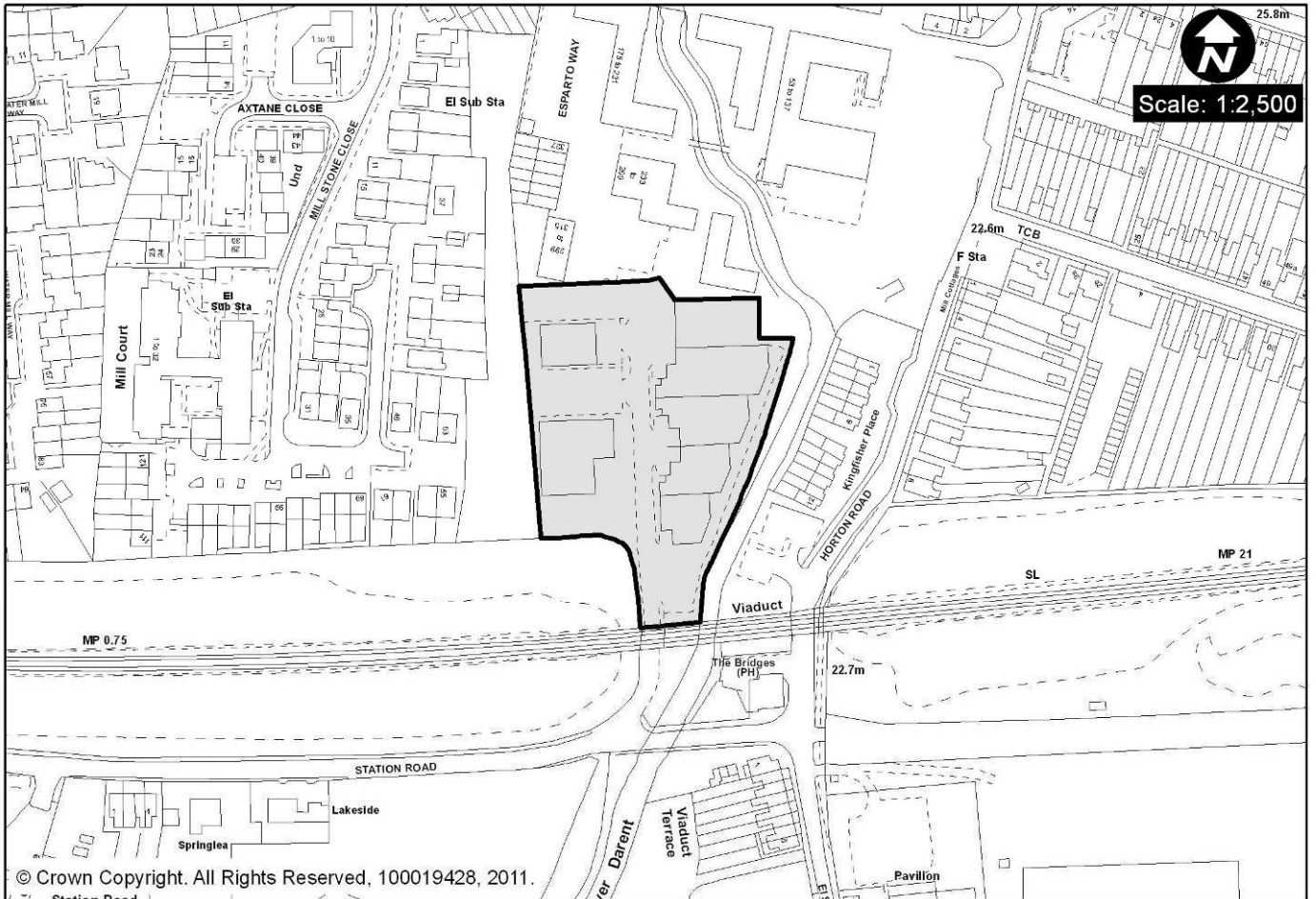
EMP1 (z)Blue Chalet Industrial Park, West Kingsdown (0.9ha)



EMP1 (zz) West Kingsdown Industrial Estate, West Kingsdown (0.5ha)

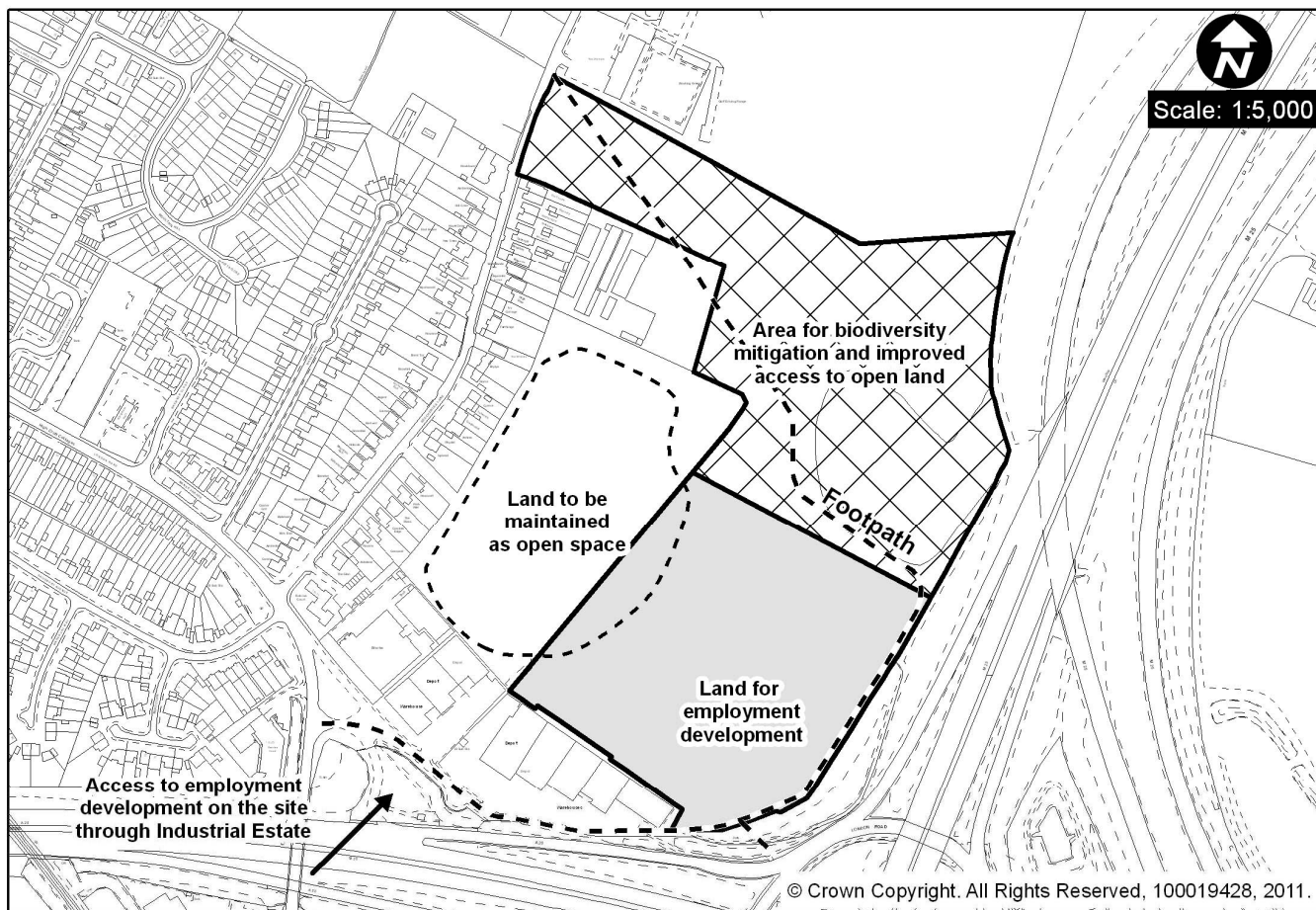


EMP1 (zzz) Horton Kirby Trading Estate, South Darenth (0.8ha)





# EMP3 - 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>	Employment
<b>Current use:</b>	Green Field		

**Development Guidance:**

- 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);
- The existing employment site (Moreton Industrial Estate) is subject to a separate allocation;
- The remainder of the site should be retained as natural/semi-natural open space.

The Council propose that, subject to confirmation through a Transport Assessment that the transport impacts of development will be acceptable, development at Broom Hill should include:

- 4.1ha of employment land
- open space

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 and open space provision on the ridge and steep slopes at the centre of the site and the south-west of the site.

Access to employment development on the site will be provided through the Industrial Estate to the south.

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 retaining and enhancing the Public Right of Way network.

Delivery – The Council will prepare a revised Development Brief, in accordance with the delivery mechanisms to policy LO4 in the Core Strategy.

<b>Gross Area (Ha):</b>	4.1	<b>Net Area (Ha):</b>	4.1
<b>Employment Allocation:</b>	4.1 ha	<b>Source / Evidence Base:</b>	Employment Land Review / Local Plan

## Major Developed Employment Sites

## POLICY EMP2 - MAJOR DEVELOPED EMPLOYMENT SITES IN THE GREEN BELT

The following sites identified in the Core Strategy are considered to be important employment generating sites, where proposals consistent with Green Belt policy will be supported:

REF:	SETTLEMENT	SITE AREA (HA)	CURRENT USE
MDES 1	Fort Halstead	40.1	Defence Estates Land
MDES 2	North Downs Business Park	6.1	Offices, warehousing & general Industry
MDES 3	Chaucer Business Park, Kemsing	4.4	Offices, warehousing & general Industry
H2 (f)	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)

