

SEVENOAKS TOWN

NEIGHBOURHOOD PLAN

2020-2038

SEVENOAKS TOWN COUNCIL

SUBMISSION DRAFT

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The background of the page features a photograph of a park. In the foreground, there is a green lawn. In the middle ground, there are several large, leafy trees. In the background, a building with arched windows is visible. The sky is overcast. The image is partially obscured by a blue geometric shape in the top left corner and a blue diagonal line running from the top left towards the bottom right.

EXECUTIVE SUMMARY

ABOUT THE PLAN

In 2010 the government announced its intention to devolve some decision-making powers from central government to individuals and communities. The Localism Act 2011 gives communities the right to shape development in their area through Neighbourhood Plans, Neighbourhood Development Orders and the Community Right to Build.

Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications. The determination must be made in accordance with their policies unless material considerations indicate otherwise.

At the Sevenoaks Town Council Annual Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to begin the preparation work on a Neighbourhood Plan for Sevenoaks. This Plan is a once-in-a-generation chance for local people to shape and guide the future of the town and to ensure that development is sensitive to the town's character and identity and provides for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Steering Committee have undertaken extensive public consultation and engagement activities to ensure that the content of the Plan reflects what local people want. They have used this information to develop background work for the Plan and commission strategies and studies to support the emerging Plan policies.

In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan.

Public consultation on the draft Neighbourhood Plan took place from January through to March of 2020, although comments made after that date were also welcomed. The representations made have been carefully considered in preparing this final draft Neighbourhood Plan.

THE VISION AND OBJECTIVES

The Neighbourhood Plan is based upon a vision and accompanying set of objectives. An important focus for the plan is to improve the health and well being of the people that live within the Neighbourhood Plan area. The plan also recognises the importance of addressing the nationally declared climate emergency. The Neighbourhood Plan draws upon the town's existing strengths, reflects the positive qualities identified by the local community and identifies a number of challenges and opportunities.

These include the potential to:

- Respond positively to climate change and encourage a more sustainable approach to both land use and lifestyle choices;
- Enhance and preserve the town's heritage assets and special open spaces;
- Enhance the arrival experience into the town to create a more welcoming impression;
- Enhance the town's network of roads, footpaths and cycling routes to improve connections and create a safer and more attractive environment for users;
- Improve access to, and better connect, the town's open spaces;
- Regenerate and revitalise the Northern Sevenoaks area around Bat and Ball station;
- Deliver a sustainable expansion at Greatness, on land currently being worked to extract sand by Tarmac Ltd. (subject to release from the Green Belt) in order to deliver new homes to meet local needs;
- Unlock new opportunities for leisure, recreation and community infrastructure — including a new watersports lake as part of this development;
- Grow the town's economy and support the creation of new jobs;
- Deliver new community assets including a new Community Centre at Bat and Ball and new health and education provision;
- Deliver enhanced recreational and sports facilities for the town; and
- Enhance the town's thriving cultural scene.

The Neighbourhood Plan is looking to the future and central to this is the need to respond to the increasing threat of climate change. In June 2019 the government committed to reaching 'net zero' carbon emissions by 2050. At the Sevenoaks District Council Full Council meeting on 19 November 2019 the Council agreed the aspiration to be Net Zero by 2030. The Neighbourhood Plan promotes many policies that will help to deliver this target either through land use and development or through helping to facilitate and encourage more sustainable lifestyles.

IMPACT OF COVID 19

Following the consultation on the draft Neighbourhood Plan in early 2020 the world has faced an unprecedented pandemic. It is difficult to judge the lasting impacts of the COVID-19 pandemic but a number of Government surveys have indicated that access to the nation's gardens, parks, woodlands and rivers have played a huge part in helping people through the pandemic. Almost nine in ten adults surveyed in England reported that being in nature makes them very happy and nearly three quarters of adults were concerned about biodiversity loss in England (People and Nature Survey, Natural England). The research also revealed the importance of local parks and green spaces to the nation's mental and physical wellbeing. Department of Transport figures published in October 2020 show that between May and July 2020, 39% of people reported walking more and 38% reported cycling more than before the outbreak of the pandemic.

The pandemic has also changed the way people work and shop. For many people working from home is likely to continue to form part of a more flexible approach; the pandemic's long-term impact on town centres and high streets are yet to be fully realised but the switch to internet sales is likely to lead to a reduction in retail floor space and a greater focus on the quality of the wider town centre offer to attract visitors.

What the pandemic has demonstrated is the importance of the local neighbourhood and how it delivers for its residents. The objectives identified as part of the Neighbourhood Plan including addressing climate change, encouraging sustainable travel, enhancing the network of green spaces, increasing recreational opportunities and growing the local economy will remain even greater priorities in the post-Covid world.

This Neighbourhood Plan vision is set out in a statement below which describes what the town will be like in 20 years' time.

A Vision for Sevenoaks in 2038

*'Sevenoaks will continue to be a successful and friendly market town set on the Greensand Ridge that takes advantage of its good connections and easy access to open countryside and to London. It will continue to have a **strong sense of community** with an active network of volunteers. The town will be **proud of its history** and the legacy of fine historic buildings, spanning six centuries, that contribute to an attractive townscape in its leafy streets.*

*However, Sevenoaks will not be stuck in the past but firmly wedded to the future and the quality of life of its children and their children to come. As one of the UK's first **carbon zero** towns, Sevenoaks will be environmentally responsible and resource-efficient. Despite its undulating topography, walking and cycling will be the standard mode of travel with a network of **safe walking and cycling routes** that provide access to the towns **excellent schools** and to recreational and employment opportunities. New buildings in Sevenoaks will be built to the **highest environmental standards** and the town will celebrate its connection with the surrounding landscape that the views to the Kent Downs provide.*

*The town centre will continue to provide a **good mix of shops**, including many independent traders, and provide a **rich cultural offer** within an emerging cultural quarter and thriving markets. The centre will be easy to access and provides **attractive streets and spaces** for locals and visitors alike. Residents will live in a variety of homes set within well-kept neighbourhoods and also benefit from convenient neighbourhood centres at St John's, Tubs Hill and Hollybush Lane.*

*Knole Park, Sevenoaks Wildlife Reserve, Greatness Lake and Recreation Ground will provide a **unique and rich natural environment** for both active sports and quiet contemplation, and the town is proud of its remarkable trees.*

*The town will be protective of its landscape assets but also recognises the need to plan for and deliver new homes and community facilities to provide for future generations. **Sevenoaks will celebrate its uniqueness, protects its special assets and plan for future prosperity!***



The Vine Gardens

The Vision for Sevenoaks will be delivered over a 15 to 20 year time-frame through a number objectives set out under the following themes:

- **THEME ONE:** CHARACTER, HERITAGE AND IDENTITY
- **THEME TWO:** LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE
- **THEME THREE:** MOVEMENT AND PUBLIC REALM
- **THEME FOUR:** LOCAL ECONOMY
- **THEME FIVE:** COMMUNITY AND CULTURE
- **THEME SIX:** SPORTS AND RECREATION
- **THEME SEVEN:** DEVELOPMENT AND HOUSING

THEMES AND OBJECTIVES

THEME ONE: CHARACTER, HERITAGE AND IDENTITY

Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets

Objective Two: To protect the setting of local landmarks and the landscape setting of the town

Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression

THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE

Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change

Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity

Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

THEME THREE: MOVEMENT AND PUBLIC REALM

Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

Objective Nine: To deliver public realm enhancements to improve the pedestrian experience in the town

THEME FOUR: LOCAL ECONOMY

Objective Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

Objective Eleven: To consolidate and enhance both the town centre and secondary shopping areas

THEME FIVE: COMMUNITY AND CULTURE

Objective Twelve: To deliver enhanced community assets for the town

Objective Thirteen: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets

THEME SIX: SPORTS AND RECREATION

Objective Fourteen: To deliver enhanced recreational and sports facilities for the town

THEME SEVEN: DEVELOPMENT AND HOUSING

Objective Fifteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

Objective Sixteen: To deliver a range of new homes to meet local needs

Objective Seventeen: To provide homes that are energy efficient and minimise environmental impact

POLICIES

The Sevenoaks Town Neighbourhood Plan sets out policies that will help to deliver the vision and objectives.

The Plan contains two distinctive types of policies:

- Planning policies related to the development and use of land; and
- Non-planning related policies, defined here as 'Aims', that help to meet the vision and objectives.

Neighbourhood Plans are permitted to include both planning and non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'.


Policies will be used by planning officers to determine planning applications. Aims represent other strategies that will be pursued by the Town Council over the life of the Plan.

The policies are set out under the seven themes identified on the previous page:

- Theme One: Character, Heritage and Identity;
- Theme Two: Landscape and Blue and Green Infrastructure;
- Theme Three: Movement and Public Realm;
- Theme Four: Local Economy;
- Theme Five: Community and Culture;
- Theme Six: Sports and Recreation; and
- Theme Seven: Development and Housing.

Each theme has its own section in the Plan. The objectives related to each theme are clearly labelled. Each objective is then supported by one or more policies or aims.

Each policy or aim is supported by text that explains why the policy or aim has been included in the Plan and how the requirements within it will be met. A list of all of the policies under each theme are summarised over the following pages.

Those policies and aims that contribute towards the Neighbourhood Plan intention to meet the government's zero carbon commitment are highlighted with the  symbol.



Public art in the Shambles

THEME ONE: CHARACTER, HERITAGE AND IDENTITY

Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets

Policy C1: The Neighbourhood Plan will support developments that sustain, or where practicable, enhance the significance of a heritage asset, or the contribution made by its setting. New development must be designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account national and local design guidance such as the National Design Guide and Conservation Area Appraisals

Aim C2: The Town Council will work with the District Council and landowners to encourage development of vacant and under-used sites particularly where they have a negative impact on the townscape in Sevenoaks

Aim C3: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value*

Policy C4: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Applicants submitting a planning application in residential areas should be encouraged and use best endeavours to include a statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD

Aim C5: The Town Council will work with the District Council to encourage the naming of new streets to reflect people and places of historic significance to the town

Aim C6: The Town Council will normally require major planning applications or proposals on sites within sensitive locations, to be submitted to a Design Review panel for review early in the planning process. The Town Council will either utilise a panel established by the District Council or utilise another established panel*

Aim C7: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment

Objective Two: To protect the setting of local landmarks and the landscape setting of the town

Policy C8: Development in the town will be supported where it protects and enhances the setting of local landmarks

Policy C9: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside

Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression

Policy C10: The Neighbourhood Plan encourages the preparation of proposals that enhance the gateways and arrival points into the town at:


- Sevenoaks station / Station Square;
- Otford Road;
- Seal Road;
- Tonbridge Road;
- Bradbourne Vale Road;
- Bat and Ball junction and station;
- The junction of Seal Road with Greatness Lane and Hospital Road;
- The Vine;
- London Road / High Street junction; and
- London Road / Pembroke Road junction.

Proposals should respond to local character and where appropriate conserve and enhance heritage assets and their settings

* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan


THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE

Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change


Policy L1: Proposals for new development should whenever possible and using best endeavours, deliver a net gain in biodiversity retaining natural features that support wildlife, establishing ecological networks and including new habitats that respond to the local context and the character of the site. New planting and landscapes should respond to the wider landscape through use of native species that support greater biodiversity 


Policy L2: New development will be expected to manage surface water to minimise flood risk and flows to watercourses. Development proposals should normally incorporate sustainable urban drainage (SuDs) as an integral part of the landscape structure

Where practicable SuDs should be positively designed into schemes from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands and can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development


Development proposals will be expected to provide appropriate drainage infrastructure in order not to overbear the existing network and to avoid difficulties with local water supplies, sewerage and sewage treatment, and waste disposal. 


Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity


Aim L3: The Town Council will identify areas where trees and hedgerows make a significant contribution to local character and biodiversity* 


Policy L4: Wherever possible, existing trees and hedgerows must be retained and protected as part of development proposals. Proposals to remove trees and hedgerows must be justified and any trees or hedgerows lost through development should be replaced. New tree and hedgerow provision should be of a species that is both suitable for the location and responds to the character and biodiversity of the site within which it is located 

Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

Policy L5: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when sand extraction has been completed. This space must be delivered in advance or in parallel with any residential development on the site 

Aim L6: The Town Council will work with and support Kent Wildlife Trust to enhance access to the Sevenoaks Wildlife Reserve and improve 'on-site' facilities* 

Aim L7: The Town Council will support improvement and restoration proposals for Bradbourne Lakes developed in consultation with the local community* 

Policy L8: The Town Council will support the provision of additional allotments in the town at Bradbourne Vale Road and will protect those on the Quakers Hill, Lane site 

* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

THEME THREE: MOVEMENT AND PUBLIC REALM

Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

Policy M1: The Neighbourhood Plan promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town



Policy M2: The Neighbourhood Plan supports the Sevenoaks District Cycling Strategy and provision of additional cycle facilities to support new development



Policy M3: The Neighbourhood Plan promotes the delivery of a new walking and cycling route that connects Bat and Ball / Otford Road with Dunton Green



Policy M4: The Neighbourhood Plan supports the introduction of a 20mph speed limit close to schools and in some residential areas



Policy M5: The Neighbourhood Plan supports proposals for improved pedestrian and cycle crossing facilities at major junctions across the town



Policy M6: The Town Council will progress proposals to refurbish Bat and Ball station and improve access to the station



Policy M7: The Neighbourhood Plan supports proposals to improve transport interchange facilities at Sevenoaks station



Policy M8: The Neighbourhood Plan supports enhancements to bus services and facilities to serve the town



Policy M9: The Neighbourhood Plan supports measures that will encourage a shift towards the use of greener modes of transport by businesses and residents



Aim M10: The Town Council will work with the District Council, and Kent County Council to ensure that, wherever possible, HGV movements are directed away from the town centre*



Objective Nine: To deliver public realm enhancements to improve the pedestrian experience in the town

Policy M11: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre and should be informed by the character and heritage assets within an area

Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres

The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres



Aim M12: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian environment*



* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

THEME FOUR: LOCAL ECONOMY

Objective Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

Policy E1: Support will be given to the provision of sites for start-up business space across the town. Preferred locations include:

- Allocated mixed-use and employment sites;
- The town centre;
- Neighbourhood centres; and
- Regeneration areas — such as at Bat and Ball.



Aim E2: The Town Council will work with local providers, businesses and the District Council to develop a tourism strategy for the town to promote the visitor economy*

Policy E3: Proposals for increased parking provision will be supported when it can be proven that it is required to support the economic development of a local area. A preference will be for the intensification and improvement of existing car park sites over the development of new car parks. Any new car parks should be designed to the highest quality. New car parks should not be located where they will bring more traffic into residential areas or conflict with key pedestrian and cycle routes

Objective Eleven: To consolidate and enhance both the town centre and secondary shopping areas

Policy E4: Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer



Policy E5: Support will be given to spatial strategies and development proposals that enhance the function, accessibility and appearance of the neighbourhood centres such as:

- Northern St John's;
- Southern St John's (Hollybush Parade); and
- Tubs Hill Parade.



* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

THEME FIVE: COMMUNITY AND CULTURE

Objective Twelve: To deliver enhanced community assets for the town

Policy COM1: Proposals for a new Community Centre at Bat and Ball station will be progressed by the Town Council



Policy COM2: Promote new health and education provision, faith facilities and other necessary community infrastructure as an integral part of new development



Objective Thirteen: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets

Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy

Aim COM4: The Town Council will support the development of a new amphitheatre at Knole Environmental Park*

THEME SIX: SPORTS AND RECREATION

Objective Fourteen: To deliver enhanced recreational and sports facilities for the town

Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site

All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements

The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy



Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people



* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

THEME SEVEN: DEVELOPMENT AND HOUSING

Objective Fifteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

Policy D1: The Neighbourhood Plan recognises that there are sites that may come forward for development, either as windfall or through allocation in the Local Plan, that have potential to deliver benefits that should be secured through the design, layout and use of each site. Planning applications on the following vacant and under-utilised sites within the Neighbourhood Plan area should demonstrate that they will deliver the relevant benefits set out below, in addition to other requirements set out in the Local Plan:

1. Bat and Ball Centre, Bat and Ball*

- Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey;
- A southern access and entrance to Bat and Ball station; and
- A building layout that would facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station.

2. Travis Perkins, Bat and Ball

- A longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height;
- Removal of the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area; and
- Improved access towards Bat and Ball station and better animation of the streets in the area.

3. Cramptons Road, Water Works

- Potential for residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project;
- Layout must retain access to the water treatment works to the north of the site. The layout of development should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to Bat and Ball station; and
- The scale and massing of development should respond to the lower scale properties to the west of the site.

4. Carpetright / Wickes, Otford Road

- Relocate existing uses northwards to the Vestry Industrial Estate where they are more appropriate;
- Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes;
- Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments); and
- Respond positively with proposals for the adjacent gasholder station site (Site 5).

5. Sevenoaks Gasholder Station

- Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks;
- A development layout that provides positive frontages to streets and retains, fronts onto and overlooks the pedestrian path (a public right of way) that connects Cramptons Road with Otford Road through the site; and
- A scale and massing that responds to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road).

6. Bat and Ball Enterprise Centre

- Longer term opportunity to change this area close to Bat and Ball station to mixed-use;
- Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes (from Queens Drive) that are overlooked by new development;
- Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road; and
- Buildings could be up to four storeys in this location.

* Represents a site where further studies / actions may be pursued by the Town Council over the life of the Plan

THEME SEVEN: DEVELOPMENT AND HOUSING (CONTINUED)

7. Sevenoaks station and surrounding area

- Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town;
- There are notable views down London Road towards the Kent Downs AONB to the north and any development should respond sensitively to this setting;
- Scale of buildings to be typically four to six storeys. There may be potential for a taller building to mark the station; and
- Opportunity to reconsider transport interchange and public realm treatment at the station.

8. Edwards Electrical, High Street

- Development proposals to respond to heritage sensitivities (the site is located immediately to the south of, and adjacent to, the Vine Conservation Area);
- Development should respond to the character of the existing streetscape both in terms of materials, design language and height and massing — two / three storeys is appropriate;
- Development should provide a positive and active frontage to the High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form; and
- Potential for mews houses to the rear of the site.

9. Buckhurst Lane (Suffolk Way) sites

- Development proposals to respond to heritage sensitivities (the site is located on the edge of the Sevenoaks High Street Conservation Area) and development will need to respond to the historic development pattern, materials and character of the area;
- Access will need to be maintained to service yards of properties on High Street;
- Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane;
- Scale and massing of development to respond to the existing context;
- Development should front streets whilst concealing existing service yards from public view; and
- Pedestrian connections through the area to be retained and any trees that are removed to be replaced.

10. Post Office / BT Exchange

- Development proposals to respond to heritage sensitivities (the site is located adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre);
- The site is located on elevated ground with land dropping away to the south and development is likely to be highly visible from a number of locations. The height and massing needs to be carefully considered and modelled;
- Potential to re-establish the primacy of London Road through development providing active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey;
- Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses;
- Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road;
- Potential for public realm enhancement to South Park; and
- A comprehensive scheme should be prepared but could be delivered as two independent phases (Post Office and BT Building).

THEME SEVEN: DEVELOPMENT AND HOUSING (CONTINUED)

11. Town Council offices, Bradbourne Vale Road*

- Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear;
- Development up to three storeys; and
- Potential to relocate existing office space to the Community Centre site at Bat and Ball station.

12. Adult Education site, Bradbourne Road

- Potential for sensitive residential conversion of the locally listed college building which maintains the integrity of the existing building;
- Potential for a new build residential annex; this must be subservient to main college building in respect of its design and scale and massing; and
- Existing mature trees and quality of landscape setting to be retained.

Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life



Policy D2: Should the Tarmac Ltd. Site at Greatness be brought forward for development, either as windfall or through allocation in the Local Plan, this should be guided by an agreed masterplan that indicates how development would be laid out to respond to, and provide a significant landscape resource for Sevenoaks, how it will be phased and the supporting infrastructure that would be delivered as part of the development.

Development of the site should also deliver the following benefits for the area:

- Community infrastructure including the potential provision of a primary school and medical facilities;
- Green infrastructure including the provision of a new lake and centre for sport, recreation and leisure, a network of walking and cycling routes and play space;
- Transport infrastructure and in particular proposals must demonstrate how vehicular access will be achieved and how any transport impacts will be mitigated, including but not limited to improvements to Bat and Ball junction;
- Re-use of historic buildings - the former oast house should be refurbished, integrated into the development and re-used for community use; and
- A mix of new homes that supports local needs and including affordable homes to meet the requirements of the Local Plan.



Objective Sixteen: To deliver a range of new homes to meet local needs

Policy D3: Where practicable larger residential developments will be expected to provide a range of homes. New housing should contribute to meeting the identified local need. Affordable housing provision will be required as part of all eligible developments



Policy D4: The development of on-site key worker housing will be encouraged as part of larger infrastructure developments and subject to a condition preventing sale or rent on the open market



Objective Seventeen: To provide homes that are energy efficient and minimise environmental impact

Policy D5: The Neighbourhood Plan promotes the delivery of new homes that are energy efficient, that are constructed using materials that reduce the impact on the environment and that are designed to maximise daylight and sun penetration whilst also avoiding overheating



Policy D6: The Neighbourhood Plan promotes the retrofitting of existing homes to increase their energy efficiency



* Represents a site where further studies / actions may be pursued by the Town Council over the life of the Plan



1 INTRODUCTION



1.1 WHAT IS A NEIGHBOURHOOD PLAN?

In 2010 the government announced its intention to devolve some decision-making powers from central government to individuals and communities. The Localism Act 2011 gives communities the right to shape development in their area through Neighbourhood Plans, Neighbourhood Development Orders and the Community Right to Build.

Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications. The determination must be made in accordance with their policies unless material considerations indicate otherwise.

Neighbourhood Plans must be in general compliance with higher level planning policies and cannot block development proposals already contained in these documents. However, Neighbourhood Plans can specify where new development could go and what it should look like. Policies in a Plan can be detailed or general, depending on what local people want.

The Neighbourhood Plan process is generally led by a Parish or Town Council, with continual involvement from the Local Planning Authority. Neighbourhood Plans must be supported by the local community and this is tested through a referendum. The referendum for this Plan is anticipated to take place in Autumn 2022. If there is majority support for the Plan it will then be adopted by the District Council.

Neighbourhood Plans allow local people to get the right type of development for their community, but the Plan must still meet the needs of the wider area. This will mean that Neighbourhood Plans will have to take into account the local council's assessment of housing and other development needs in the area.

1.2 THE SEVENOAKS NEIGHBOURHOOD PLAN

At the Sevenoaks Town Council Annual Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to begin the preparation work on a Neighbourhood Plan for Sevenoaks. The Plan will set out a vision of how the community wants development in the town to be guided over a 20 year period.

Subsequently, the Plan area was designated by Sevenoaks District Council in October 2013.

Since 2013 the Town Council has been working closely with the local community to prepare this Plan. It held a series of open meetings and in 2014 initiated a town-wide survey to gather public opinion and perceptions of the town.

The questionnaire was focused around a number of topics including;

- Character of the Town;
- Education;
- Sports, Leisure and Community Facilities;
- Health and Green Spaces;
- Housing;
- Transport; and
- Economic Development.

A copy of the questionnaire was delivered to every house within the Civil Parish of Sevenoaks. The questionnaire was also available to complete online.

Over 800 questionnaires were completed by households; a response rate of approximately 10%.

Following the town-wide survey, the Neighbourhood Plan Steering Committee used the information collated to prepare a set of themes and initial objectives to structure the Neighbourhood Plan and develop its evidence base. The public were again consulted on 11th and 12th December 2015 at Sevenoaks station and the Stag Theatre respectively.

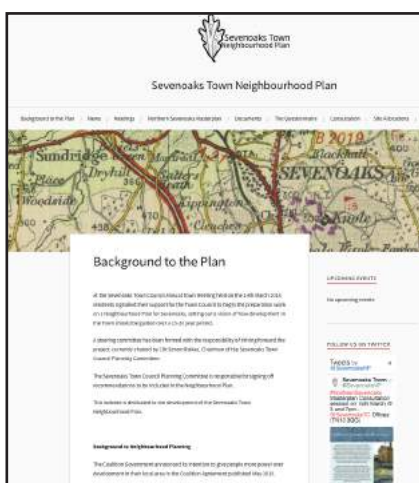
Engaging with the next generation is important and the Youth Council have been actively involved in the Neighbourhood Plan and young people have been engaged through presentations at school assemblies. The Town Council also carried out a competition aimed at children, which invited submissions of drawings setting out their vision for what they would like to see in Sevenoaks over the next 30 years.

The following objectives were considered most important by respondents:

- Improve areas that detract from the positive character of the town;
- Undertake an integrated transport study;
- Improve the gateways into and out of the town, including stations;
- Protect the architectural characteristics of the town;
- Retain pathways, historic alleyways and promote for pedestrian use;
- Support tree retention and tree planting;
- Protect Green Belt and green spaces;
- Promote an effective pedestrian, cycling and vehicle strategy;
- Consider inclusion of Sevenoaks in TfL's Oyster card charging zone; and
- Consider 20mph speed limits in areas of town.

A range of background studies have also been undertaken to support the content of this Plan including the Sevenoaks District Transport Strategy, the Sevenoaks Town Sports Strategy, the Sevenoaks Cultural Strategy and the Northern Sevenoaks Masterplan. These inform the policies within the Plan and are provided as Appendices.

During the period through which the Neighbourhood Plan has been in preparation the Town Council has delivered a number of the projects that were identified in the early consultations including a new Bat & Ball centre, and refurbishment and access improvements to Bat and Ball station.



NORTHERN SEVENOAKS

Through the preliminary work on the Plan the Town Council's Neighbourhood Plan Steering Committee identified Northern Sevenoaks as one of the only areas of the town that was suitable for larger scale new development. It was also seen as an area with untapped potential that was in need of regeneration. It was, therefore, agreed that a dedicated Masterplan would be prepared for the area.

Urban Initiatives Studio and Regeneris were appointed in late 2016 to prepare a Masterplan for Northern Sevenoaks. The Masterplan was developed through a series of meetings and workshops with local people and stakeholders, including a formal public consultation which took place in May 2017. The views expressed through this process informed the Masterplan and form part of the evidence base for the Neighbourhood Plan.

The Masterplan was also consulted upon as part of the District Council's Local Plan 'Issues and Options' Consultation. The Plan received overwhelmingly positive support through this consultation. 66% of respondents stated that they either 'Strongly supported' or 'Supported' the Plan (based on responses from 13,654 people).



Figure 1.1: The cover page from the Northern Sevenoaks Masterplan



Neighbourhood Centre at St John's — one of the areas identified for improvement in the Masterplan



Sevenoaks Wildlife Reserve — one of Northern Sevenoaks' most valuable assets



Bat and Ball station

1.3 PREPARING THE NEIGHBOURHOOD PLAN

Neighbourhood Plan Process

The Town Council developed the Neighbourhood Plan through the work of a number of sub-committees each focusing on specific elements of the Plan including Character of the Town, Economic Development, Transport, Housing, Leisure and Environment.

The Plan's preparation was co-ordinated through a Neighbourhood Plan Steering Committee, which also ensured that targets for community engagement were met. Both the sub-committee and Steering Committee members were appointed at open, public meetings.

Throughout the Neighbourhood Planning process the public were free to engage with the process and all meetings were open at each and every stage. Agendas, minutes and other documents were all made publicly available via the Town Council's website and standalone Neighbourhood Plan website (stnp.co.uk). The Town Council also set up a dedicated Twitter account to publicise the Plan.

In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan. The Plan remains, however, firmly based on the work undertaken by the Town Council.

Consultation Draft Neighbourhood Plan

A draft Neighbourhood Plan was prepared and agreed by the Neighbourhood Plan Steering Group in January 2020. Neighbourhood planning regulations (Regulation 14) require that the draft Neighbourhood Plan be the subject of a pre-submission consultation before it is submitted to the local authority for independent examination. The Town Council organised a six week public consultation running from Friday 31st January 2020 until Friday 13th March 2020. This was extended for a further two weeks to Tuesday 31st March 2020. Comments received on the Plan after this date were also accepted.

The draft Neighbourhood Plan was brought to the attention of all those who work, live and run businesses in the Neighbourhood Plan area in order to gain feedback. The Town Council also consulted with stakeholders outside of the Plan area that may be affected by the Plan, including neighbouring Parish Councils and statutory bodies, including Natural England, English Nature and Historic England. The draft Neighbourhood Plan was also provided to Sevenoaks District Council and Kent County Council.

The public consultation was launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020 and then

moved to a number of other locations in the town including the Stag Theatre, Sevenoaks railway station foyer and the Town Council offices over the eight week consultation period. An exhibition was available to view at these locations and Town Council officers, Councillors and members of the consultant team were on hand to answer questions at both the launch and on other selected days.

A questionnaire was also prepared and this was available to complete online on the Neighbourhood Plan website at <https://sevenoaksndp.wordpress.com>. Further information about the Plan could also be viewed on this site. Hard copies of the draft Plan were available for anyone who wanted one.

Preparing the Final Neighbourhood Plan

Following the consultation the Town Council collated all comments and representations. Feedback was overwhelmingly positive however some recommendations on additions and amendments to the Plan were also made. The Town Council and Neighbourhood Plan Steering Committee considered these comments carefully and agreed changes to make to the plan. These have been incorporated in this Submission Draft Neighbourhood Plan.

A Consultation Statement has been prepared under separate cover and this documents in detail the process to prepare the plan, who has been consulted, the comments made and how these have been incorporated in the Plan.

Following advice from the District Council a Strategic Environmental Assessment (SEA) was carried out on the draft plan in summer 2021. The policies and aims in the plan were found to perform favourably in sustainability terms. A number of minor amendments were recommended and these have been incorporated in the Final Draft Neighbourhood Plan.

The Submission Draft Neighbourhood Plan will be submitted to Sevenoaks District Council who will then be responsible for publicising the Plan, arranging for an independent examination and carrying out a public referendum.

The District Council is currently in the process of preparing a new Local Plan for the district which will replace the Core Strategy 2011 and Allocations and Development Management Plan 2015. The draft Local Plan was submitted to the Secretary of State for Independent Examination in April 2019 and Hearings were held in September and October 2019 however the Planning Inspector had concerns about the soundness of the Plan and called a halt to proceedings. This Neighbourhood Plan is therefore prepared in accordance with the policies of the current Local Plan.



Figure 2.1: Aerial image of the Neighbourhood Plan area

2 ABOUT SEVENOAKS



2.1 LOCATION AND NEIGHBOURHOOD PLAN AREA

Sevenoaks is located to the south-east of London in the county of Kent. The town is the principal settlement within Sevenoaks district and has a population of 20,409 (2011 census). The town is covered by Sevenoaks Town Council and it is their boundary that has determined the Neighbourhood Plan area. The Neighbourhood Plan covers an extensive area that encompasses both the built-up portion of the town and also a significant area of the open countryside within which it is set, including Knole Park. The Neighbourhood Plan area extends to approximately 1,600 hectares.

Sevenoaks is set within rolling countryside with attractive views northwards to the Kent Downs. It is located on one of the principal commuter railway lines to London and benefits from proximity to the M25 and M26 motorways. These connections, and the town's historic character and picturesque setting within the Kent countryside, make it a popular place to live. The town is home to a skilled resident workforce with good access to employment opportunities. People both commute into and out of the town for work to and from central London and other parts of the district and beyond.



2.2 A BRIEF PORTRAIT OF THE TOWN

HISTORY AND HERITAGE

Early development

Early records of Sevenoaks date back to the 13th Century when a market was first held here.

Flemish weavers settled in the area in the 14th Century and their industry was to flourish in the district for 300 years. These immigrants were followed in Tudor times by others bringing new industries such as papermaking, market gardening, hop growing and the extraction of coal. Iron smelting followed in the 17th Century providing the area with a rich assortment of productive occupations. (**Sevenoaks High Street Conservation Area Appraisal**)

The settlement grew from the 15th Century after the construction of Knole House, between 1456 and 1486. The house, which still stands today, has been extended many times through history and is now one of England's largest homes and an important local landmark.

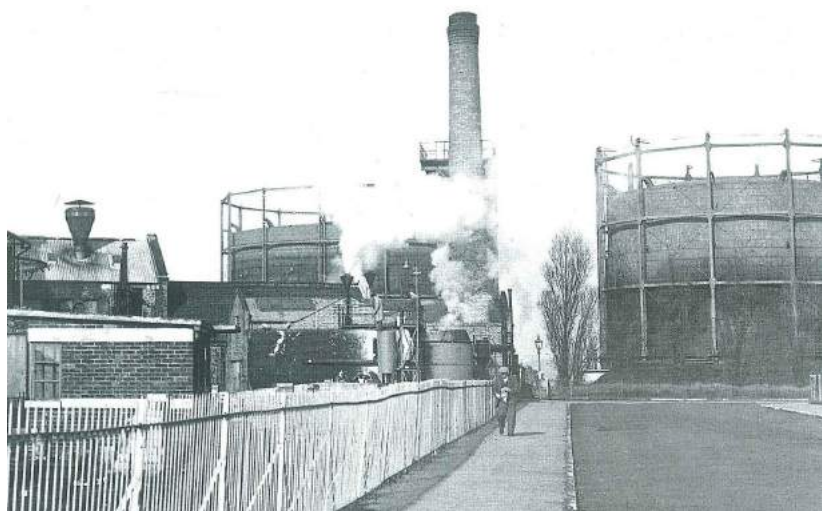
The structure of the town, with the market located within The Shambles area between the High Street and London Road, was well established by the 17th Century and provided accommodation for both local tradesmen above their shops and labourers working on the Knole Estate.

Most early development in Sevenoaks focused around the town centre along the main roads (London Road and High Street). This original core area has been well preserved and is a highly recognisable and distinctive part of the town.

Land to the north of Sevenoaks was largely agricultural with a number of estates including Wildernesse, Bradbourne, Greatness and Montreal.

19th Century industrialisation

The railway arrived in Sevenoaks in the mid 19th Century. The first station, Bat and Ball, opened in 1862, followed by Sevenoaks station in 1868. Both stations were located to the north of the town centre. This spurred a northward expansion of the town with streets of new houses providing a mix of terraced, semi-detached and detached properties.



FROM TOP: Greatness House (image from Anckorn); Knole House; Gas Works on Cramptons Road

20th Century expansion

Expansion of the town continued throughout the 20th Century. However, the designation of the Green Belt and the presence of other important landscapes, including Knole Park, has limited the potential for further expansion of the town through the post-war years.

Heritage

Much of Sevenoaks' historic character has been preserved to this day and this forms an important part of the town's identity. This is recognised by the District Council with the designation of eight Conservation Areas within the Neighbourhood Plan area. The majority of the towns listed buildings are located within these Conservation Areas.



CLOCKWISE FROM TOP:
St Nicholas Church; Old Market
House; The Old House, Upper High
Street; Vine Gardens; historical
buildings on Upper High Street

LANDSCAPE

Sevenoaks is surrounded by the Kent Downs Area of Outstanding Natural Beauty (AONB) and the town's relationship with the countryside is an important part of its character. The undulating nature of the topography, with the town centre located on elevated land, means that views to the surrounding Downs are experienced from numerous locations such as The Vine, Quaker's Hall Allotments and Hollybush Recreation Ground. These enhance the sense of connection with the landscape and add to the overall character of the town.

Knole Park abuts the town centre to the south-east and this 400 hectare deer park is a huge asset for the town. It, along with a number of other open spaces distributed across the town, makes a significant contribution to local character and also to the health and well being of Sevenoaks residents.

To the north of the town the landscape has been exploited to extract sand and gravel and this provides a legacy of waterbodies and waterside habitats at the Sevenoaks Wildlife Reserve.

Land around the town is designated as Green Belt and this has both protected the countryside setting from development and restricted opportunity for growth.

A particular feature of Sevenoaks are its trees. Sevenoaks is famed for its oaks but there are many other species and individual trees that are important to the character of the town.

Tradition has it that Sevenoaks is named after a conspicuous group of oak trees that existed over 1,000 years ago near the summit of the hill on Sevenoaks Common. To commemorate these trees seven oaks were planted on the site on Tonbridge Road in the late 18th or early 19th Century. These were replaced in the 1950s. The trees on The Vine were planted in 1902 to celebrate the coronation of King Edward VII, although famously, six were felled by the storm in 1987.



FROM TOP:
Sweet chestnut avenue in Woodland Rise thought to date from 1509; Sevenoaks Wildlife Reserve; the seven oaks on Tonbridge Road; Waterloo limes on Wildernesse Avenue planted in 1815; site of King Edward VII oaks on The Vine.



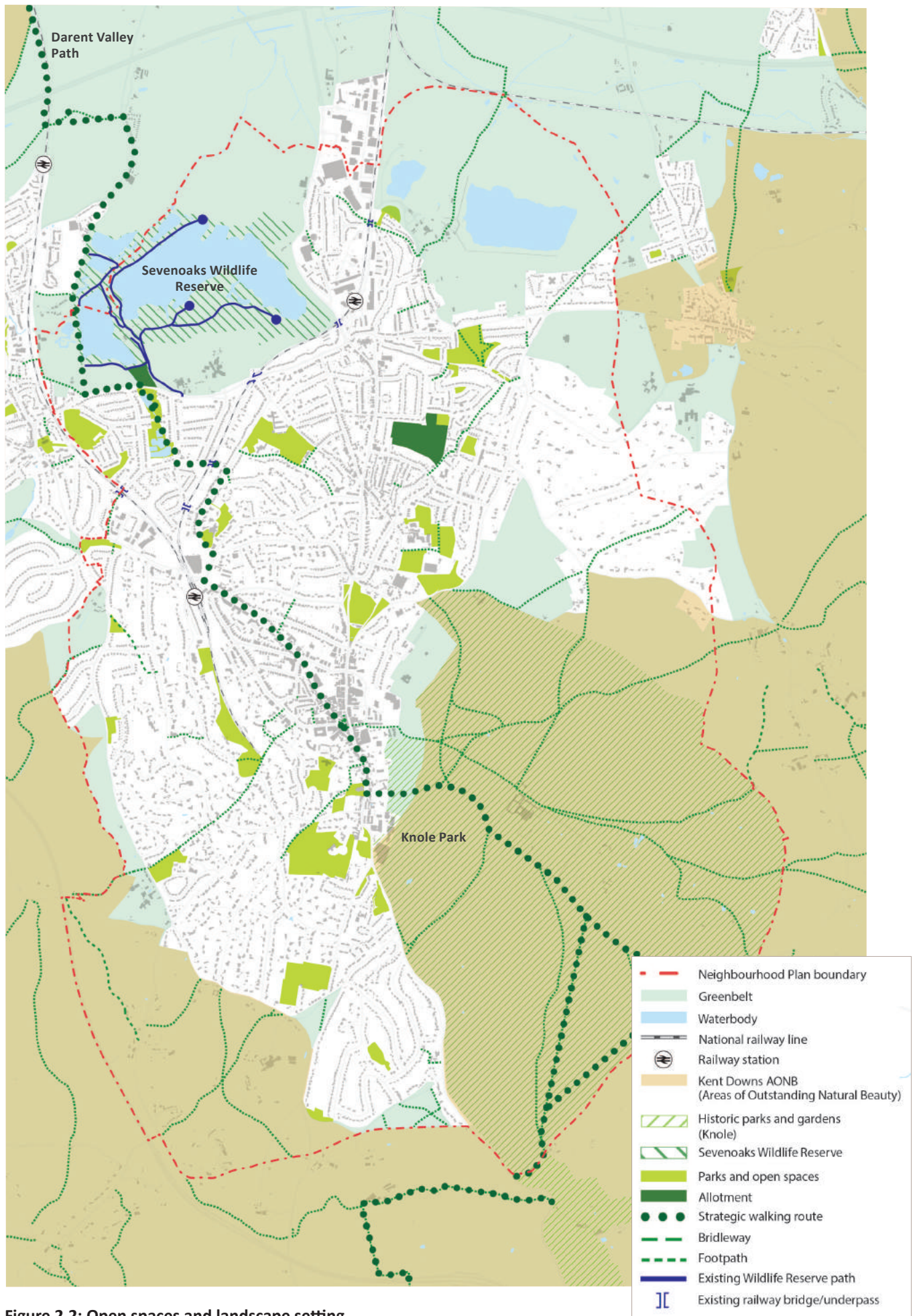


Figure 2.2: Open spaces and landscape setting

TRANSPORT AND MOVEMENT

Sevenoaks is well connected to the strategic road network and benefits from frequent rail services to London, Kent and Sussex. The town experiences traffic congestion in the peak hours on all three of the main approach routes into the town centre, including London Road, Dartford Road to the north and Tonbridge Road to the south.

Traffic passing through the town centre uses the historic streets and this undermines the environmental quality, particularly on London Road and High Street, and results in air pollution.

The town is served by two railway lines. The principal station is on the Southeastern line and provides northbound services to London Charing Cross, Cannon Street, London Bridge and Waterloo East; and southbound to Ashford International, Ramsgate via Dover Priory or Tunbridge Wells and Hastings.

Bat and Ball station is located on a branch line and provides services to London Blackfriars, St Pancras and London Victoria via Otford and Swanley. Whilst the Sevenoaks station building is in fairly good condition the quality of the environment and arrival experience at the station is poor. The station building at Bat and Ball has recently been sympathetically refurbished.

There is little scope to expand capacity of the direct services between Sevenoaks station and Charing Cross / London Bridge. The regular and fast service on this line is attractive to commuters and residents, but in the peak it is often operating at or above capacity. There is scope for additional capacity via Otford, with a planned service along the Darent Valley line fast to Swanley and London Bridge. This would make Bat and Ball station accessible to London Bridge within 44 minutes. Delivery of this service is important to support additional homes on the north side of Sevenoaks. Both stations are also important for access to a good range of schools.

Sevenoaks is served by a large number of bus routes. These are focused on the main vehicular routes, the A25 and A225, and provide services to Sevenoaks town centre, Seal and Riverhead and more regional links to locations such as Bromley, Tunbridge Wells and Gravesend. Most services are low frequency. Sevenoaks bus station is located within the town centre at Buckhurst Lane. The environment at the bus station is unattractive.

Within the town itself walking can be challenging as a result of topography and transport infrastructure. In some parts of the town, particularly in the southern residential areas and on older streets to the north of the town (eg. Hartslands, Bethel and Prospect Roads) footways are narrow, incomplete or absent. This impacts on the quality of the pedestrian experience. There is, however, a wide network of walking routes and public rights of way that link Sevenoaks to the countryside that surrounds it.

There is very little provision for cyclists within Sevenoaks, either in terms of dedicated routes or cycle parking; however, Sevenoaks District Council and Kent County Council, supported by Sevenoaks Town Council, prepared the Sevenoaks District Cycling Strategy in 2012, which advocates new cycle routes, safer cycling, cycle parking and greater promotion of cycling as a means to move around the town.



FROM TOP:
Poor streetscape outside Sevenoaks station; narrow footways on Upper High Street

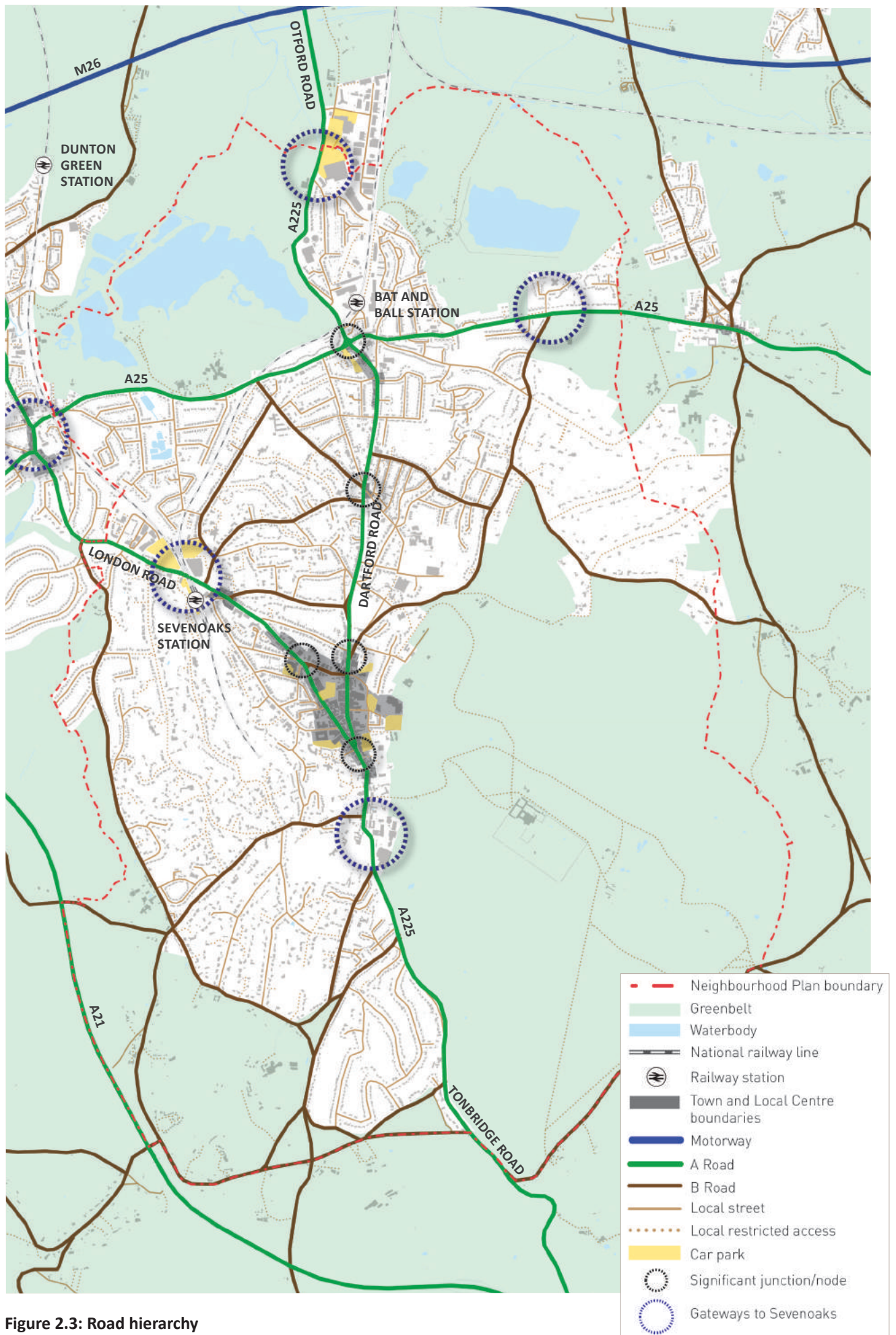


Figure 2.3: Road hierarchy

ECONOMY AND DEMOGRAPHICS

There are approximately 18,500 people living in the Neighbourhood Plan area. The population grew by 4% from 2011-2016 in line with national averages. Approximately 61% of the Sevenoaks Neighbourhood Plan area population is of working age. This is lower than that of the district, Kent County Council area and England as a whole reflecting the higher than average proportion of children within the population.

There are currently around 17,800 jobs in the Sevenoaks Neighbourhood Plan area, accounting for around a third of all jobs in Sevenoaks district. This represents 3,600 more people employed in the area than five years ago, and the area has experienced over double the level of growth seen across the rest of Kent and England.

However, whilst there has been a significant increase in the number of jobs the growth in the number of businesses is below national average. Despite fewer start-ups, business survival data suggests that Sevenoaks district is a strong place to start a business, with 46% of businesses that started up in 2011 still trading in 2016; a greater degree than that seen across the rest of Kent and England.

Within the Sevenoaks Neighbourhood Plan area a high proportion of jobs are in public administration, education and health (4,740 jobs), financial and professional services (3,065 jobs) and business support services (2,160 jobs), which include activities such as human resource provision, cleaning services and office administrative services.

The Neighbourhood Plan area is characterised by micro-sized businesses (up to nine employees), which represent 87% of the area's total business base. This proportion of micro businesses is larger than that seen across the rest of Sevenoaks district; however, it is smaller than the profile seen nationally. There are currently around 235 sole proprietor businesses in the Neighbourhood Plan area. This is low relative to Sevenoaks district and England.

Knole House also plays an important role in the local economy with up to 60 staff members and between 450 and 500 volunteers many who live within close proximity to the property. Knole also provides a valuable educational resource to pre-school children, schools and adult learners.



Contemporary office development off London Road

The office market in Sevenoaks has been performing strongly in recent years, with vacancy levels falling by two-thirds over the last six years and rental values increasing by 32%. Loss of office space through permitted development rights (conversion of office to residential) has placed pressure on employment floorspace in some areas. Demand for space in the future is likely to be driven by micro and small businesses, which dominate the local economy and have grown in size in recent years.

The Sevenoaks district has higher median resident earnings than wider Kent and England. The median resident earns £33,600 per annum, while the median Kent resident earns £30,000 and the median England resident earns £29,000. Levels of unemployment and deprivation are low in the district although there are pockets of deprivation towards the north of the neighbourhood plan area.

The town centre is the focal point for most of the town's shops, leisure and commercial uses. The town hosts a variety of national chain shops, restaurants and independent retailers and businesses. The town is also home to two markets; a charter market on the High Street every Saturday and a general market on the car park on Buckhurst Lane every Wednesday.

As well as the town centre, there are three neighbourhood centres within the Plan area at St John's, Hollybush Lane and Tubs Hill. These are home to a variety of local (predominantly independent) shops and businesses.

COMMUNITY INFRASTRUCTURE

Sevenoaks is well served by community infrastructure and arts and cultural facilities.

Most of the town's cultural attractions are located in the town centre. These include The Stag Theatre and cinema, the library and museum and several small private galleries. Theatre space is also available in a number of the town's schools.

Primary and secondary schools are located throughout the town. These include a mix of private and state schools. The number of school children in Sevenoaks has recently grown with the opening of Trinity School in 2013. This number is set to increase again over the coming years. Whilst this will bring new facilities to the town it will also increase pressure on the town's road, cycle and walking network. Delivering safe routes to schools that offer alternatives to vehicle modes is becoming increasingly important.

Sevenoaks Hospital is located to the north of the town on Hospital Road, close to St John's neighbourhood centre and Bat and Ball station.

The Town Council has recently delivered plans to provide a new community centre, the 'Bat & Ball Centre' adjacent to Bat and Ball station and has refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces.

SPORTS AND RECREATION

Sevenoaks is well served by sport and recreational facilities. There are two significant sports 'clusters' in the town:

- A cluster to the north-east of the town centre around The Vine / Hollybush Recreation Ground / Knole Paddock and the leisure centre; and
- A cluster to the north of Bradbourne Vale Road including Greatness Recreation Ground and the Community Centre adjacent to Bat and Ball station.

Sports and recreational facilities within some schools (e.g. Sevenoaks School and Walthamstow Hall School) are also available to hire for sports and cultural activities.



FROM TOP:
Stag Theatre on London Road; the recently refurbished Bat and Ball station; Greatness Recreation Ground; and Bat and Ball Centre

2.3 ISSUES FOR THE NEIGHBOURHOOD PLAN

The public consultation and background and evidence-based review carried out to inform this Plan resulted in the identification of a number of issues that this Plan will address. These have been grouped under seven themes. The themes are repeated throughout the remainder of this document to structure the Plan objectives and policies.

Character, Heritage and Identity

- The need to preserve the town's historic character and assets;
- The need to improve areas with poor character – especially in and around the town centre and at arrival points into the town; and
- The need to improve the quality of the arrival experience into the town.

Landscape and Green Infrastructure

- The need to support the retention of trees and encourage tree planting;
- The need to protect the Green Belt and other green / open spaces;
- The need for development to be sensitive to the setting of the Kent Downs AONB; and
- The need to retain views to the open countryside.

Movement and Public Realm

- The need to promote an effective pedestrian, cycling and movement strategy;
- The consideration of a 20mph speed limit to slow traffic down;
- The need to reduce air pollution;
- The need to improve pedestrian routes and pathways across the town;
- The need to improve pedestrian and cycle access to schools;
- A desire for Sevenoaks to be included within TfL's Oyster charging zone;
- The need to ease traffic congestion across the town;
- The need to improve the environment at, in, and around, the town's two railway stations and the bus station;
- The need to progress the delivery of cycle routes in the town; and
- The need to improve pedestrian movement in the town centre and remove clutter from the streetscape.



Local Economy

- The need to improve the town centre and neighbourhood centres;
- The need to protect and maintain existing employment in the town and encourage opportunities;
- The need to provide better connections between the town's cultural assets; and
- The need to support and encourage existing and further tourism, including additional overnight stays in the district.

Community and Culture

- The need to ensure that development delivers enhanced community assets and provides additional health and educational infrastructure to serve a growing population; and
- The need to better link and promote the cultural offer in the town.

Sports and Recreation

- The need to continue to support existing and develop new sports facilities as set out in the Sevenoaks Town Sports Strategy.

Development and Housing

- The need to provide additional housing including a range of housing types and tenures (including smaller units and affordable housing) with limited development sites available;
- The need to deliver high quality development that responds to the character of the town and to establish processes that can help to deliver this improved design quality;
- The need to identify locations for residential development in accessible locations within walkable distance of the town centre or railway stations; and
- The opportunity presented by the Tarmac Ltd. site at Greatness.

The above issues have helped to shape the vision, objectives and policies that are promoted within the Plan.





3

VISION AND OBJECTIVES

3.1 VISION STATEMENT

*'Sevenoaks is a successful and friendly market town set on the Greensand Ridge that takes advantage of its good connections and easy access to open countryside and to London. It has a **strong sense of community** with an active network of volunteers. The town is **proud of its history** and the legacy of fine historic buildings, spanning six centuries, that contribute to an attractive townscape in its leafy streets.*

*However, Sevenoaks is not stuck in the past but firmly wedded to the future and the quality of life of its children and their children to come. As one of the UK's first **carbon zero** towns, Sevenoaks is environmentally responsible and resource-efficient. Despite its undulating topography, walking and cycling are the standard mode of travel with a network of safe **walking and cycling routes** that provide access to the towns **excellent schools** and to recreational and employment opportunities. New buildings in Sevenoaks are built to the **highest environmental standards** and the town celebrates its connection with the surrounding landscape that the views to the Kent Downs provide.*

*The town centre provides a **good mix of shops**, including many independent traders, and provides a **rich cultural offer** within an emerging cultural quarter and thriving markets. The centre is easy to access and provides **attractive streets and spaces** for locals and visitors alike. Residents live in a variety of homes set within well-kept neighbourhoods and also benefit from convenient neighbourhood centres at St John's, Tubs Hill and Hollybush Lane.*

*Knole Park, Sevenoaks Wildlife Reserve, Greatness Lake and Recreation Ground provide a **unique and rich natural environment** for both active sports and quiet contemplation, and the town is proud of its remarkable trees.*

*The town is protective of its landscape assets but also recognises the need to plan for and deliver new homes and community facilities to provide for future generations. **Sevenoaks celebrates its uniqueness, protects its special assets and is planning for future prosperity!***

3.2 NEIGHBOURHOOD PLAN OBJECTIVES

The Vision for Sevenoaks will be delivered over a 20 year timeframe through a number objectives set out under the following themes:

- **THEME ONE:** CHARACTER, HERITAGE AND IDENTITY
- **THEME TWO:** LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE
- **THEME THREE:** MOVEMENT AND PUBLIC REALM
- **THEME FOUR:** LOCAL ECONOMY
- **THEME FIVE:** COMMUNITY AND CULTURE
- **THEME SIX:** SPORTS AND RECREATION
- **THEME SEVEN:** DEVELOPMENT AND HOUSING

THEME ONE: CHARACTER, HERITAGE AND IDENTITY

Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets

Objective Two: To protect the setting of local landmarks and the landscape setting of the town

Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression

THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE

Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change

Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity

Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

THEME THREE: MOVEMENT AND PUBLIC REALM

Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

Objective Nine: To deliver public realm enhancements to improve the pedestrian experience in the town

THEME FOUR: LOCAL ECONOMY

Objective Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

Objective Eleven: To consolidate and enhance both the town centre and secondary shopping areas

THEME FIVE: COMMUNITY AND CULTURE

Objective Twelve: To deliver enhanced community assets for the town

Objective Thirteen: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets

THEME SIX: SPORTS AND RECREATION

Objective Fourteen: To deliver enhanced recreational and sports facilities for the town

THEME SEVEN: DEVELOPMENT AND HOUSING

Objective Fifteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

Objective Sixteen: To deliver a range of new homes to meet local needs

Objective Seventeen: To provide homes that are energy efficient and minimise environmental impact



4 PLANNING POLICIES



4.1 INTRODUCTION TO POLICIES

This part of the Sevenoaks Neighbourhood Plan sets out the policies and aims that will deliver the vision and objectives set out in Chapter 3.

Neighbourhood Plans are permitted to include both planning and non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled, 'Policy', and the non-planning related policies are identified, that help to meet the vision and objectives, as 'Aim'.

The policies in this section are set out under the same themes identified in the vision. These are:

- Theme One: Character, Heritage and Identity;
- Theme Two: Landscape and Blue and Green Infrastructure;
- Theme Three: Movement and Public Realm;
- Theme Four: Local Economy;
- Theme Five: Community and Culture;
- Theme Six: Sports and Recreation; and
- Theme Seven: Development and Housing.

Each theme has its own section in the Plan. The objectives related to each theme are clearly labelled. Each objective is then supported by one or more policies or aims.

Each policy or aim is supported by text that explains why the policy or aim has been included in the Plan and how the requirements within it will be met. Policies will be used by Planning Officers to determine planning applications. Aims represent other strategies and ambitions that will be pursued or supported by the Town Council over the life of the Plan.

4.2 THEME ONE: CHARACTER, HERITAGE AND IDENTITY

Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets

Policy C1: The Neighbourhood Plan will support developments that sustain, or where practicable, enhance the significance of a heritage asset, or the contribution made by its setting. New development must be designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account national and local design guidance such as the National Design Guide and Conservation Area Appraisals

Aim C2: The Town Council will work with the District Council and landowners to encourage development of vacant and under-used sites particularly where they have a negative impact on the townscape in Sevenoaks

Aim C3: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value

The town-wide questionnaire carried out as part of the evidence base for this Plan revealed that a vast majority of respondents thought that buildings of historical significance should be preserved (79% of 883 respondents ranked this as high priority).

National planning policies require development to enhance the character, appearance and setting of the heritage assets. These assets include:

- Scheduled monuments;
- Archaeological sites;
- Listed buildings;
- Locally listed buildings;
- Conservation areas;
- Registered and non-registered historic parks and gardens;
- Ancient woodland and ancient trees; and
- Areas of Outstanding Natural Beauty (AONB).

Applicants are encouraged to complete a heritage impact assessment at the planning application stage to help to understand the significance of heritage features and the potential impacts of new development on these features. This impact assessment should be proportionate to the change envisaged and the sensitivity of the heritage asset.

Where land has been identified as having archaeological importance, applicants are encouraged to undertake archaeological evaluations prior to construction, with any findings appropriately reported and documented on the local historic environment record in line with best practice guidance.

Vacant and under-used sites impact on the setting of heritage assets and undermine the quality of the townscape. The Town Council will work with the District Council to actively encourage positive change on these sites.

Whilst adopted policies provide a good level of protection some buildings may remain vulnerable to insensitive development. This includes unlisted buildings that are not in Conservation Areas or locally listed buildings (that do not require listed building consent). The Town Council will create additional guidelines to protect these structures.

Policy C4: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Applicants submitting a planning application in residential areas should be encouraged and use best endeavours to include a statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD

National planning policies set out the requirement for development to be of a high quality and respond to local character.

Local character, and design guidance on how to respond to it, are set out in a number of planning documents including the National Design Guide, Kent Design Guide, Conservation Area Appraisals and the Sevenoaks Residential Character Area Assessment. The Residential Character Area Assessment is particularly relevant as it is specific to Sevenoaks and identifies distinctive local features. It states that new development should: *'respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.'*

A requirement for a statement to be submitted with all planning applications outlining how development proposals respond to the Residential Character Area Assessment will ensure that planning applications take this guidance into account. It will also make it easier for planning officers to assess whether the application meets the design requirements set out in the assessment.

Aim C5: The Town Council will work with the District Council to encourage the naming of new streets to reflect people and places of historic significance to the town

Sevenoaks has a rich history and there is opportunity to reflect this in the naming of streets across the town.



Aim C6: The Town Council will normally require major planning applications or proposals on sites within sensitive locations, to be submitted to a Design Review panel for review early in the planning process. The Town Council will either utilise a panel established by the District Council or utilise another established panel

The delivery of high quality design is a requirement of national planning policy and tools and processes for assessing and improving the design of development are recommended, including design review.

Design review is a tried and tested method of independently evaluating and improving the quality of developments by bringing proposals before a panel of experts from across the built environment professions. The Town Council recommend that prospective applicants come to the design review panel as early as possible in the pre-application or application process.

For clarity a major application is considered to be one for 10+ dwellings, where the site area is over 0.5Ha and / or where a floorspace of over 1,000sqm is proposed.

It is understood that Sevenoaks District Council have recently established a design review panel. The Town Council will engage with the District Council to undertake a design review or if necessary utilise an alternative panel.

Aim C7: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment

Design guidance specific to Sevenoaks is provided through the Residential Character Area Assessment and Conservation Area Appraisals and Management Plans. These documents do not, however, cover the whole of the town. This leaves certain areas (including parts of the town centre and other non-residential areas) without any specific character-related design guidance.

Many of the areas not covered by the Residential Character Area Assessment and Conservation Area Appraisals were identified by the Town Council's town-wide questionnaire as areas the public would like to see improved including:

1. The area around Sevenoaks station;
2. Around Bat and Ball station and other areas in Northern Sevenoaks;
3. Buckhurst Lane area including the Sencio Leisure Centre, the library and museum and associated car parks;
4. The South Park area including The Stag and Post Office / BT Exchange; and
5. Around the Sevenoaks District Council offices on London Road / Argyle Road.

The National Planning Policy Framework advocates the use of design guides and codes to provide clarity on design expectations. The National Model Design Code provides further guidance on the sort of things that should be considered when preparing design guidance or codes for an area.

The Town Council will work with the District Council and / or other design advisors to prepare and adopt design guidance or codes for these and other sites not included within the Residential Character Area Assessment and Conservation Areas as shown on Figure 4.1 opposite.



Buckhurst Lane area including the Sencio Leisure Centre, library and museum and associated car parks



Offices on London Road / Argyle Road



Post Office and BT Exchange on South Park

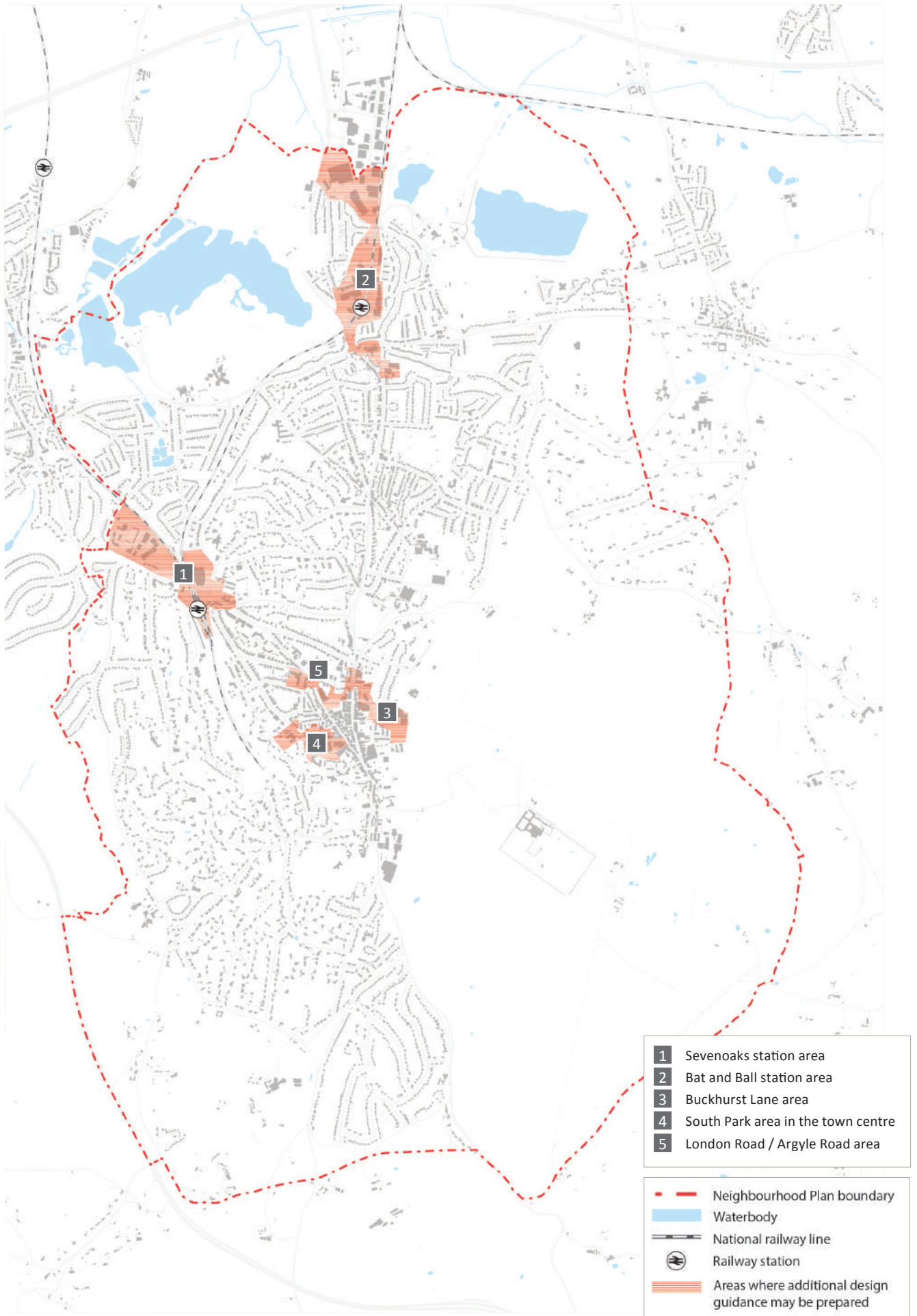


Figure 4.1: Areas where additional design guidance may be prepared

Objective Two: To protect the setting of local landmarks and the landscape setting of the town

Policy C8: Development in the town will be supported where it protects and enhances the setting of local landmarks

Local landmarks provide local distinctiveness and play an important role in establishing the mental picture and identity of a place. They also assist orientation and navigation. Local landmarks have been identified for the positive role that they play in the local townscape; their historic importance is also reflected in statutory or local designations.

Recognised local landmarks in Sevenoaks include:

1. St John's United Reformed Church (locally listed);
2. Bandstand and clubhouse at The Vine (local listed);
3. Old Market House, High Street (Grade II listed building);
4. St Nicholas Church tower, High Street (Grade II* listed building); and
5. Knole House (Grade I listed building) within Knole Park (Grade I Registered Park and Garden).

New development should not adversely impact on the visibility to or the setting of the local landmarks as listed above and indicated in Figure 4.2 opposite.

Policy C9: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside

National planning policy sets out a requirement that new development responds to local character. One of Sevenoaks' most defining characteristics is its landscape setting. The town is surrounded by the Kent Downs Area of Outstanding Natural Beauty (AONB) and by open countryside designated as Green Belt. Fine views of open countryside and the Downs can be seen from many locations within the town. Many of the town's residents benefit from these views, they form an important part of the character of the town and should be preserved.

Similarly development should be designed to minimise impact on the setting of the Kent Down AONB. This can be achieved through working with the landscape and through planting that can act as a visual screen; through the use of materials that blend into the landscape, and by minimising light spill.



St John's United Reformed Church on St John's Hill



Bandstand at The Vine



Old Market House, High Street

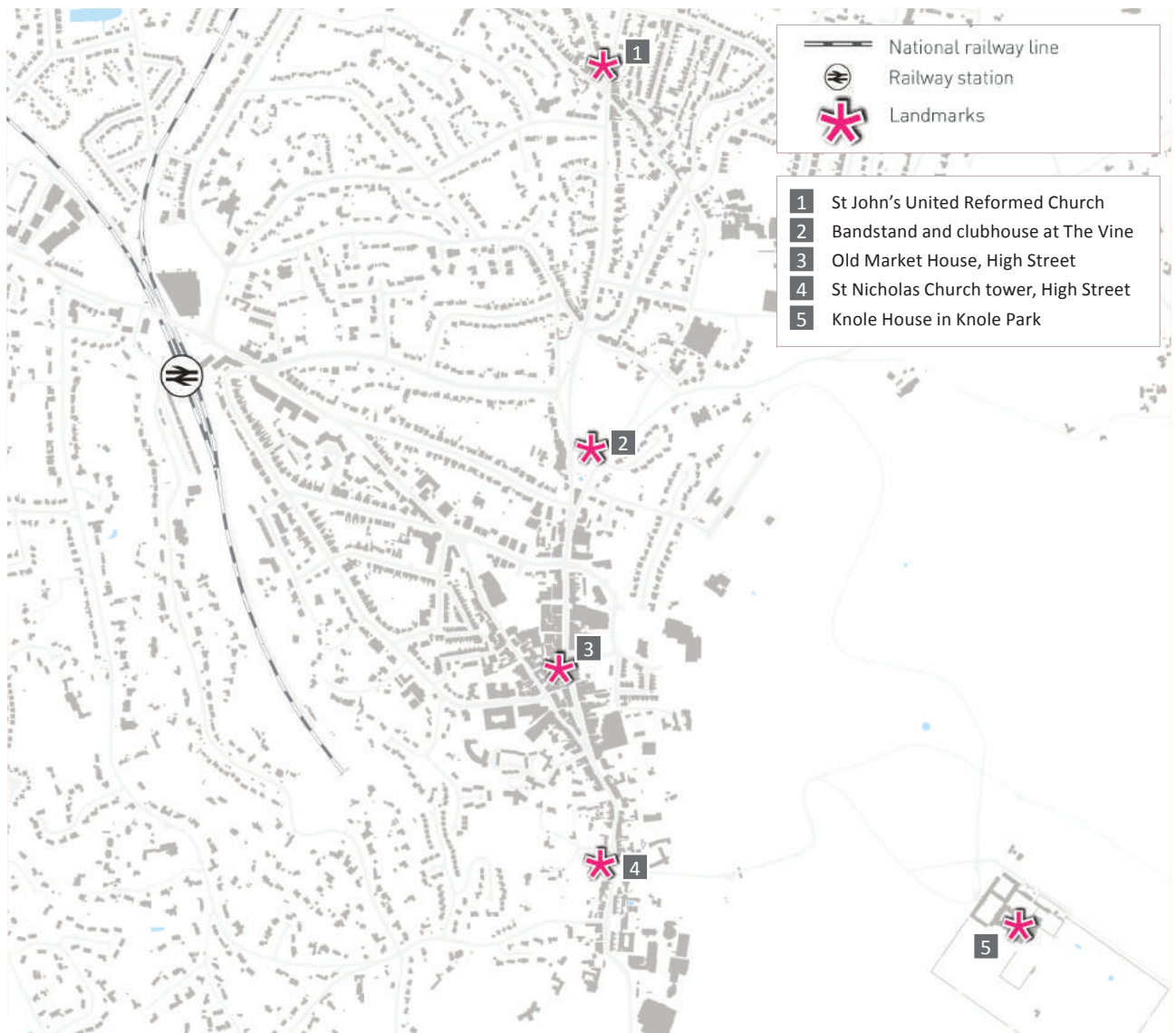


Figure 4.2: Local landmarks



St Nicholas Church tower, High Street



Knole House, Knole Park

Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression

Policy C10: The Neighbourhood Plan encourages the preparation of proposals that enhance the gateways and arrival points into the town at:

- Sevenoaks station / Station Square;
- Otford Road;
- Seal Road;
- Tonbridge Road;
- Bradbourne Vale Road;
- Bat and Ball junction and station;
- The junction of Seal Road with Greatness Lane and Hospital Road;
- The Vine;
- London Road / High Street junction; and
- London Road / Pembroke Road junction.

Proposals should respond to local character and where appropriate conserve and enhance heritage assets and their settings

New development should aim to function well and add to the quality of the area, establish a strong sense of place, respond to local character, create safe and accessible environments and be visually attractive.

Analysis carried out as part of the evidence base for this Plan identified the key points at which vehicle users and pedestrians enter the town. The quality of these gateways is variable. Some, such as the arrival point on London Road at the railway station, have a very fragmented townscape and low quality environment. This provides a poor quality first impression of the town.

It is essential that plans are made to co-ordinate new development in these locations in order to improve the quality of the arrival experience.

Design guidance should be prepared that defines the scale, form, massing and character of development and the landscape that is appropriate in these locations.



Sevenoaks station could present a better arrival experience into the town



The recently refurbished Bat and Ball station provides a more welcoming arrival experience into the town



Approach into Sevenoaks on Otford Road

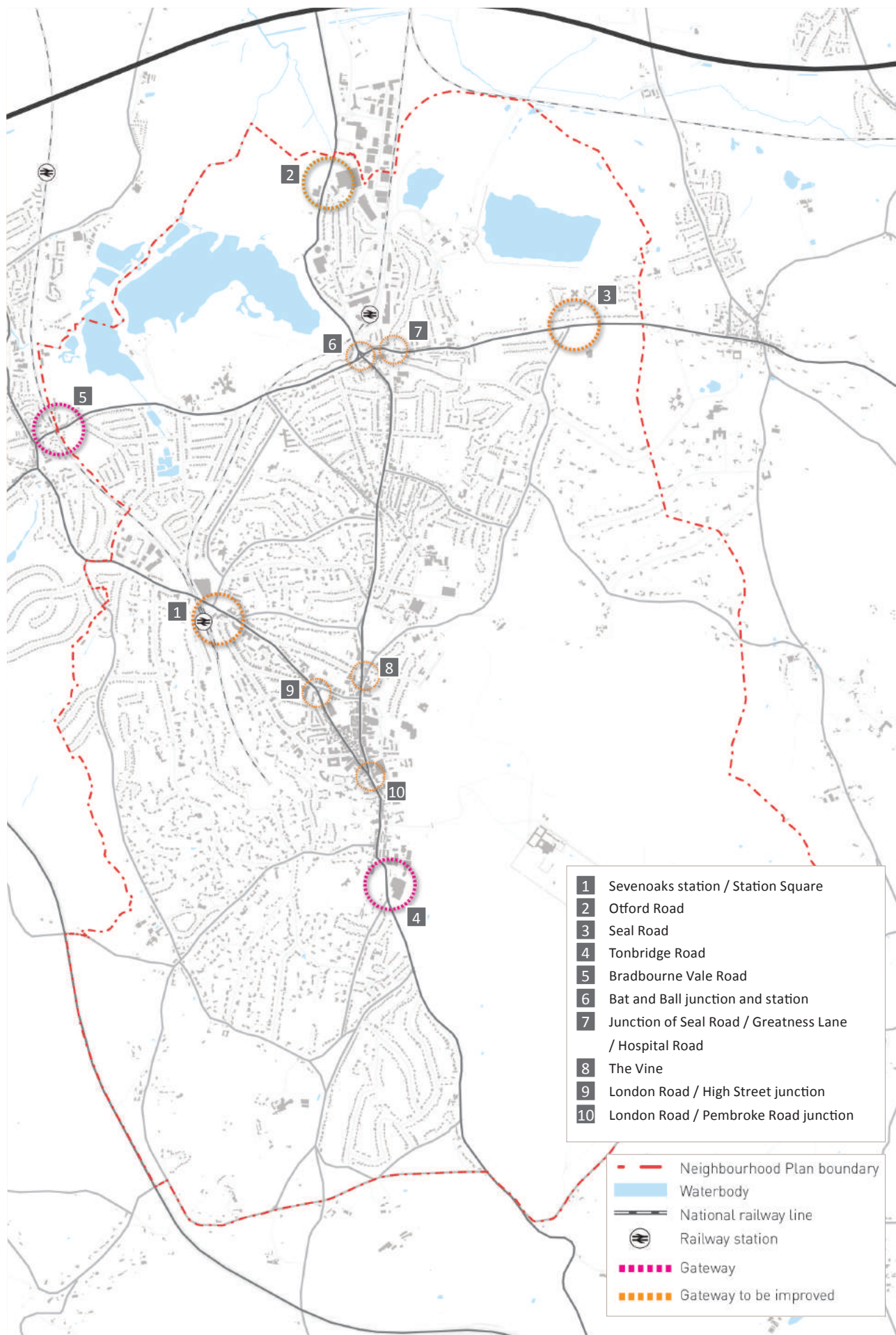


Figure 4.3: Gateways and arrival points

4.3 THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE

Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change

Policy L1: Proposals for new development should whenever possible and using best endeavours, deliver a net gain in biodiversity retaining natural features that support wildlife, establishing ecological networks and including new habitats that respond to the local context and the character of the site. New planting and landscapes should respond to the wider landscape through use of native species that support greater biodiversity



There are a number of nationally and locally designated wildlife sites within the Neighbourhood Plan area including Sevenoaks Wildlife Reserve and Knole Park (both designated as Sites of Special Scientific Interest) however wildlife is not confined to these sites but is found throughout the Neighbourhood Plan area.

Access to the natural environment and to areas of high biodiversity can have a positive impact on health and well being and this has been particularly recognised through the Covid pandemic with almost nine in ten adults surveyed in England reporting that being in nature makes them very happy and nearly three quarters of adults reporting that they were concerned about biodiversity loss in England (People and Nature Survey, Natural England, 2020).



A biodiverse green roof

When considering and designing new development applicants are encouraged to consider from the outset how they can enhance biodiversity. Wherever possible existing natural features including trees, hedgerows, ponds ditches and watercourses should be retained (refer also to Aim L3 and Policy L4) and new habitats and opportunity for wildlife designed into the new development. This may include new planting and trees (with native species preferred), living roofs and walls, inclusion of bat boxes, bird boxes and bug hotels and ponds and wetland areas.

Applicants are encouraged to utilise biodiversity metric tools (for instance those developed by Natural England) to calculate biodiversity net gains.

Providing links between habitats that allow wildlife to move freely is important and should also be considered; for instance provision of gaps in boundary walls and fences enables hedgehogs to travel easily from one garden to another to forage for food or look for shelter.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Policy L2: New development will be expected to manage surface water to minimise flood risk and flows to watercourses. Development proposals should normally incorporate sustainable urban drainage (SuDs) as an integral part of the landscape structure

Where practicable SuDs should be positively designed into schemes from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands and can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development

Development proposals will be expected to provide appropriate drainage infrastructure in order not to overbear the existing network and to avoid difficulties with local water supplies, sewerage and sewage treatment, and waste disposal.



Flooding can cause serious damage and have devastating effects. The main source of flooding in the Neighbourhood Plan area is the River Darent which flows through northern Sevenoaks. Climate change and more extreme weather situations could increase the risk of flooding in the future. Surface water run off from development can exacerbate the risk of flooding by increasing the run off from land to water courses.

The provision of green infrastructure, particularly along rivers, and the inclusion of sustainable drainage techniques can all help to slow the flow of water and reduce the risk of flooding. Sustainable Drainage Systems (SuDS) can make a real difference to flood risk by managing the quantity of surface water run-off from development and prevent sudden water level rises following heavy rain.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

SuDs should be positively designed into larger development proposals from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands as they:

- Help manage the risk of flooding and climate change;
- Reduce demand on the sewer network;
- Manage some pollutants and improve the quality of water going back into the environment; and
- Can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development.

Smaller development proposals should also consider how to minimise surface water run off and use permeable paving and planting to assist this.



Swales hold water and prevent it from discharging into watercourses where it may increase risk of flooding



Wetlands are attractive and good for biodiversity

Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity

Aim L3: The Town Council will identify areas where trees and hedgerows make a significant contribution to local character and biodiversity



Public consultation carried out as part of this Neighbourhood Plan revealed that the public consider that trees and woodland are an important part of the character of Sevenoaks. Whilst many of the town's trees benefit from the protection afforded by Tree Protection Orders (TPOs) many others, that contribute to the town's character, are not protected.

The Sevenoaks Society has been locating, recording and celebrating some of the most important trees under a project known as 'The Remarkable Trees of Sevenoaks'. This project involved consultation with the community to understand trees that were important to them and included an exhibition held at Knole in September to October 2014. However, the results of this exercise have not been formally recorded.

Further work is required to draw together the Remarkable Trees study, a record of existing TPOs, the contribution that these trees make to local character and the impact should they be lost. This work will also need to reference the Sevenoaks Residential Character Area Assessment and Conservation Area Appraisals which identify areas where trees are an important part of local character.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Policy L4: Wherever possible, existing trees and hedgerows must be retained and protected as part of development proposals. Proposals to remove trees and hedgerows must be justified and any trees or hedgerows lost through development should be replaced. New tree and hedgerow provision should be of a species that is both suitable for the location and responds to the character and biodiversity of the site within which it is located



Higher level planning policies state that new development should respect the character of a site and sensitively incorporate natural features within a site. Trees and hedgerows are an important part of the character of the town. They also have a positive impact on the biodiversity value of the town and can help mitigate against climate change. They should, therefore, be retained whenever possible.

Justification for tree and hedgerow removal may include poor condition of a tree or inappropriate species for its location.



Mature trees are an intrinsic part of Sevenoaks' character

Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

Policy L5: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when sand extraction has been completed. This space must be delivered in advance or in parallel with any residential development on the site



The Neighbourhood Plan will support the provision of new, high quality, publicly accessible, open space.

The most significant opportunity for new open space is located on the Tarmac Ltd. site in the north of the town where sand is being extracted. This was identified in the Northern Sevenoaks Masterplan (refer to Policy D2). The site is located directly to the north of Greatness Recreation Ground and covers approximately 100 hectares. Sand extraction on this site is set to complete in the coming years and the site will then be returned to public use by 2030 / 2032. Extraction of the sand will result in a remodelling of the land and the existing lake will move towards the north-east quadrant of the site.

When the sand extraction is completed the site will offer a significant opportunity to create new recreational open space for northern Sevenoaks. An existing public right of way extends through the land and connects northwards to Otford. There will be potential to establish a more extensive network of walking and cycling routes that will open up access to the site from surrounding areas including Greatness, Seal and Bat and Ball. The new lake could be used for water sports.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

The new open space must be delivered as part of an integrated 'Green Infrastructure Strategy' for the area with strong physical and visual links to Greatness Recreation Ground and walking routes to Millpond Wood and the Sevenoaks Wildlife Reserve.

The site also contains a number of works buildings including a locally listed former oast house. Subject to further investigation, it is anticipated that this oast house can be brought back into active use for the benefit of the local community. The funding of new open space and recreational facilities may be dependent on enabling development.

The site is currently designated as Green Belt and is partly located within Seal Parish.

Aim L6: The Town Council will work with and support Kent Wildlife Trust to enhance access to the Sevenoaks Wildlife Reserve and improve 'on-site' facilities



The Sevenoaks Wildlife Reserve is one of the area's most valuable ecological assets. It serves both as a recreational and educational resource. However, access to the Reserve is restricted to a single point off Bradbourne Vale Road, which is not easy to locate.

The Reserve provides a wonderful tranquil environment, with a network of paths that provide access to bird hides alongside the water bodies. In 2020 the Wildlife Trust introduced a circular walk which enhances the appeal of the Reserve further for walkers.

Kent Wildlife Trust have ambitions to construct a new 'Nature and Wellbeing Centre' on the site of their current visitor centre. This will help attract new visitors to the Reserve.

The Town Council would support provision of a new entrance to the Reserve on Otford Road to improve access to the site.

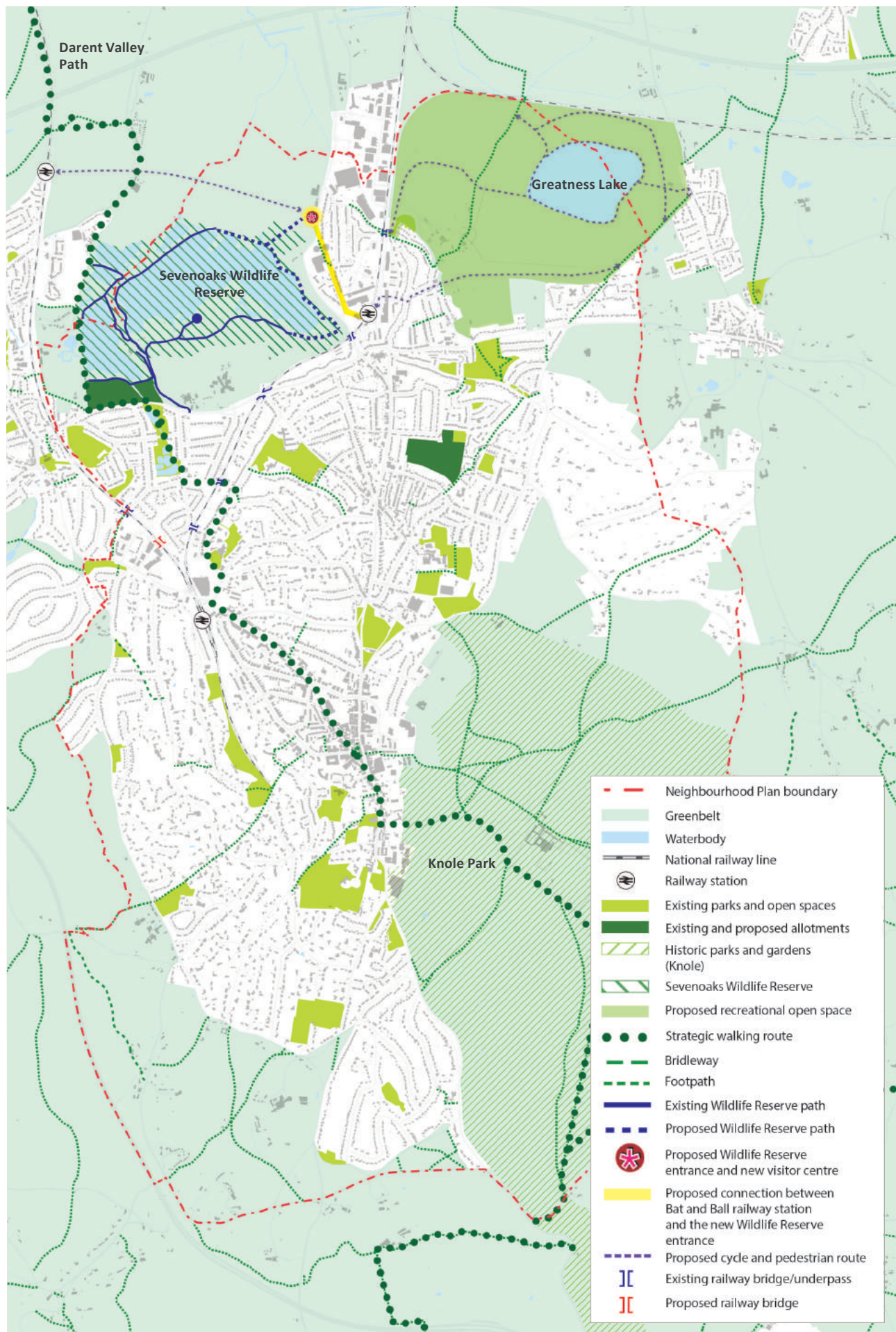


Figure 4.4: Proposed landscape and infrastructure enhancements and new connections

Aim L7: The Town Council will support improvement and restoration proposals for Bradbourne Lakes developed in consultation with the local community



Bradbourne Lakes is an attractive, yet underused, space that was identified by the public as a space that contributes to the character of Sevenoaks and which should be preserved.

The Darent Valley Path, a strategic walking route connecting Dartford to Sevenoaks, runs through the site and connects it with other open spaces including the Wildlife Reserve and Knole Park. This path is an essential part of the district's green infrastructure network. Improvements to the Bradbourne Lakes site will help strengthen the District's Green Infrastructure Network of accessible multi-functional green spaces.

Policy L8: The Town Council will support the provision of additional allotments in the town at Bradbourne Vale Road and will protect those on the Quakers Hill, Lane site



Over recent decades allotments have become increasingly popular and are valued for their recreational and practical benefits. The Town Council will develop new allotment provision adjacent to their site on Bradbourne Vale Road.

Allotments allow people to grow their own produce and are both good for the environment and for health and well being.



Bradbourne Lakes



Allotments are popular within the town



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

4.4 THEME THREE: MOVEMENT AND PUBLIC REALM

Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

The Neighbourhood Plan recognises that any development proposals within its boundaries may have impacts on the wider highway network. Whilst some impacts may be mitigated through a co-ordinated approach to encourage use of sustainable modes, wider transport issues must be addressed strategically. This is outside the scope or remit of the Neighbourhood Plan.

Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

Policy M1: The Neighbourhood Plan promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town



Adopted planning policy aims to achieve an improvement in the walking and cycling environment by:

- Enhancing safety and security on existing routes with improved surfacing, lighting and crossings;
- Providing new routes, particularly where they close gaps in the existing network or link to major trip generators or public transport;



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

- Providing, where feasible, wheelchair-friendly routes, in town centres (including Sevenoaks) in association with 'Shop-mobility';
- Improving the walking environment; and
- Providing cycle-friendly infrastructure, introducing new cycle routes along the main transport corridors and improving home to school links.

To achieve these aims existing barriers to pedestrian and cycle movement should be tackled. These include:

- Sub-standard crossing facilities at junctions;
- Indirect crossings where priority is given to motor vehicles;
- Narrow and cluttered footways in parts of the town centre, notably along London Road;
- Lack of cycle parking; and
- Blocked or unattractive footpath / cycle routes under or over the railway line (eg. Bosville Drive to the north-west of the town centre or at Bat and Ball Road to the north).

Kent County Council have prepared a Rights of Way Improvement Plan (ROWIP) for the County. One of the ROWIP's key themes is evolution of the network to achieve the objective of a modal shift to cycling and walking to, amongst other things, reduce road air pollution.

The Town Council will work with KCC's Public Rights of Way and Access Service to improve and enhance the network of public rights of way within Sevenoaks.

In particular the Town Council will support initiatives that reduce these barriers to pedestrian and cycle movement and will promote new routes that provide safer streets and convenient access to schools and other community assets.

Policy M2: The Neighbourhood Plan supports the Sevenoaks District Cycling Strategy and provision of additional cycle facilities to support new development



Cycling accounted for less than one percent of trips to work in the Sevenoaks district in 2001. This is considerably lower than the equivalent figures for the South-East (3.1%) and England (2.8%). The percentage of children cycling to school in Sevenoaks, at both the primary and secondary school level, is considerably lower than the Kent and national averages. In addition, there has been a small decline over the last two year period on which data is available, dropping from 0.5% in 2008 to 0.4% in 2010.

The Sevenoaks District Cycling Strategy aims to enable more people to cycle safely in the district so as to encourage a shift towards more sustainable transport choices and healthy leisure activities. In order to achieve this, a number of priority areas for action have been identified, namely:

- Creating new routes and linkages;
- Providing safer cycling infrastructure;
- Providing improved cycle parking;
- Promoting and encouraging cycling; and
- Maintaining existing facilities.

The Town Council will promote the development and implementation of the strategy and any updating that may be required to reflect other changes in the town.

The Town Council will work with the District Council to encourage increased provision for cyclists and with Kent County Council PRow and Access Service and Kent Highways and Transportation to upgrade the status of public footpaths or convert them to cycleways, where appropriate, and progress the delivery of cycle routes in the town.

Policy M3: The Neighbourhood Plan promotes the delivery of a new walking and cycling route that connects Bat and Ball / Otford Road with Dunton Green



There are few east-west routes in northern Sevenoaks and connection from Bat and Ball to Dunton Green is reliant on the A25 Bradbourne Vale Road, which is neither pedestrian- nor cycle-friendly. This new route will provide both a leisure route that links to the Darent Valley Path and a convenient connection to Dunton Green station. It is recognised that the western part of this route is within Dunton Green Parish.

Policy M4: The Neighbourhood Plan supports the introduction of a 20mph speed limit close to schools and in some residential areas



Improving road safety in Sevenoaks could be achieved by:

- Promoting low speed limit regimes in built-up residential areas consistent with the government's advice on the setting of local speed limits; and
- Targeting measures to calm traffic in areas of high pedestrian activity including school entrances and shopping areas.

Subject to the outcomes of transport modelling, a 20mph speed limit in certain locations could help to achieve the aims above and also help to improve the environment for walking and cycling.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Policy M5: The Neighbourhood Plan supports proposals for improved pedestrian and cycle crossing facilities at major junctions across the town



Despite Sevenoaks having a good network of pedestrian routes the district has the lowest percentage of walking / cycling to work and education in the country. One of the ways to tackle this situation is to enhance safety and security on existing routes through improved surfacing, lighting and road crossings.

Support will, therefore, be given to high quality design-led proposals that improve crossing facilities at major junctions across the town including:

- At the junction of Pembroke Road and London Road;
- Outside Sevenoaks station; and
- Bat and Ball junction to the north of the town.

Policy M6: The Town Council will progress proposals to refurbish Bat and Ball station and improve access to the station



One of the priority objectives of higher level planning policies is to improve public transport interchange facilities, in particular at the main bus and train stations in the district.

Sevenoaks Town Council has acquired a long-lease on the Grade II listed Bat and Ball station building, which originally opened in 1862. Following decades of neglect, the Town Council has recently sympathetically restored the station building to provide a community café, public toilets, new hireable space, improved external lighting and new cycle parking provision. This proposal significantly improves the environment at the station and has led to an increase in passenger numbers and a reduction in crime.

The Council will continue to improve access to the station and surrounding area and investigate the potential to provide additional car parking should this be required.



The recently refurbished Bat and Ball station building



New café within the refurbished Bat and Ball station



Better interchange facilities, including for drop-off and pick-up, and an improved taxi rank, should be provided at Sevenoaks station



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Furthermore, the Town Council has recently completed the construction of a new Community Centre to the west of Bat and Ball station, the 'Bat & Ball Centre'. Pedestrian access to the western station platform has been delivered through the Community Centre site. This improves accessibility to the station, which was formerly only accessed from the eastern platform. The Town Council will also support any further improvements to the station including provision of real time information on trains and bus services.

Policy M7: The Neighbourhood Plan supports proposals to improve transport interchange facilities at Sevenoaks station



As stated under Policy M6, higher level planning policies aim to improve the district's transport interchanges. Support will, therefore, be given to high-quality, design-led proposals that improve interchange facilities at Sevenoaks station. This should make it easier for users of the station to switch between rail and bus services and should include real time travel information for both buses and trains. Facilities for drop-off and pick-up and an improved taxi rank, should also be provided.

The Neighbourhood Plan will also support improvements to the public realm at the station entrance along London Road. This area is dominated by guard rails and other street clutter that create a poor first impression of the town and create barriers to pedestrian movement.

Policy M8: The Neighbourhood Plan supports enhancements to bus services and facilities to serve the town



As stated under Policies M6 and M7 higher level planning policies and strategies aim to improve the town's bus network and facilities.

The Town Council will, therefore, support high quality development proposals that will help enhance the town's bus services and facilities. These should include the provision of real time travel information and the physical improvement of the bus station.



Sevenoaks bus station — there is significant potential to improve this facility

Policy M9: The Neighbourhood Plan supports measures that will encourage a shift towards the use of greener modes of transport by businesses and residents



In addition to the policies to promote walking, cycling and to increase the attractiveness and use of public transport, support will be given to greener modes of transport such as electric cars, e-bikes and scooters.

Businesses will be encouraged to move to electric fleets and charging points will be introduced in appropriate public locations.

Greener approaches to transport will be encouraged through active campaigns such as green travel exhibitions, electric car shows and car-free days.

Aim M10: The Town Council will work with the District Council, and Kent County Council to ensure that, wherever possible, HGV movements are directed away from the town centre



Heavy goods vehicles passing through Sevenoaks town centre detract from the environment and increase air pollution. Many of these vehicles do not stop in the centre and should be directed to remain on the strategic road network.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Objective Nine: To deliver public realm enhancements to improve the pedestrian experience in the town

Policy M11: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre and should be informed by the character and heritage assets within an area

Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres

The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres



Aim M12: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian environment



Despite Sevenoaks having a good network of pedestrian routes the district has the lowest percentage of walking / cycling to work and education (schools and colleges) in the country. One of the ways to improve this situation is to improve the walking environment. Public realm improvements could help to achieve this aim.

The Covid pandemic has highlighted the importance of walking to people's health and well-being and increased the importance of delivering against this objective.



Public realm improvements could dramatically improve the town centre environment in the Buckhurst Lane area



There is opportunity to improve the quality of the footways and planting near the Post Office on London Road



Street clutter in the town impacts on the attractiveness of the town centre



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Site visits and public consultation carried out as part of the preparation of this Plan revealed several locations where the public realm could be improved.

The following issues were identified:

- Poor quality and badly signed routes between town centre destinations including the cultural facilities, town centre car parks, main shopping areas and open spaces (such as Knole and The Vine);
- Unattractive secondary connections along lanes and alleys connecting the town centre to car parks on Buckhurst Lane and to the leisure centre, library and museum;
- Sub-standard crossing facilities within the town centre and at junctions including High Street with Pembroke Road and London Road with Pembroke Road;
- Narrow footways — especially along London Road in the town centre, on Seal Road and in St John's neighbourhood centre; and
- The prevalence of street clutter across the town centre including bins, shop displays, advertising A-boards, dated poor quality signage and tables and chairs, and a lack of co-ordination in the design of street furniture.

A town centre public realm strategy should be prepared to guide public realm improvements across the town. This should include an analysis of existing movement patterns, review of the paving quality and audit of street furniture / signage and clutter across the town centre. The strategy should set out key priorities for the public realm across the town centre addressing the issues above and any others identified.

The Town Council will support innovative proposals to improve the quality of the pedestrian experience in the town and neighbourhood centres, investigating the potential for shared surfaces, where appropriate. This should be considered as part of the public realm strategy.

Proposals will need to balance the needs of vehicular movements with an enhanced pedestrian environment.

The Town Council would support the recruitment of a town centre manager to co-ordinate events and activities, encourage initiatives to reduce street clutter and manage waste and improve the town centre environment and support traders.



Poynton, Cheshire: an example showing the sort of innovative solutions that could be used in the town centre to reduce the impact of traffic and give more space over to pedestrians

4.5 THEME FOUR: LOCAL ECONOMY

Objective Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

Policy E1: Support will be given to the provision of sites for start-up business space across the town. Preferred locations include:

- Allocated mixed-use and employment sites;
- The town centre;
- Neighbourhood centres; and
- Regeneration areas — such as at Bat and Ball.



Sevenoaks has a high proportion of micro and small businesses and, despite fewer start-ups than the national average, the business survival rates are high. With office rents rising and vacancy levels falling it is important to create the conditions to allow small businesses to flourish.

District Council planning policy states that the sustainable development of the district's economy will be supported by the development of start-up units for small businesses in suitable locations, together with improvements to information and communications technology to facilitate more flexible working practices. Potential hubs for small businesses could be established as part of development of sites. A central business hub in the town centre could provide a stimulating and energising environment for start-up businesses offering space for meetings, encouraging collaboration and networking and providing support and advice.

The Town Council has established a business hub on its site on Bradbourne Vale Road where desks can be rented on a flexible basis to provide affordable space as an alternative to working from home or renting serviced office space. Post Covid changing work patterns may make these sort of facilities increasingly popular avoiding the need to travel whilst also providing a more sociable and collaborative alternative to working from home.

Encouraging and enabling more people to work within the town is good for the local economy, helps to support other businesses and services in the town and reduces the need to travel which delivers wider environmental benefits.

Aim E2: The Town Council will work with local providers, businesses and the District Council to develop a tourism strategy for the town to promote the visitor economy

The Sevenoaks Economic Development Strategy identifies that tourism is a major contributor to the economic viability and growth of the district and contributes £230million to the local economy annually.

As part of this strategy the Town Council will:

- Work with local businesses to market the district as a place to work, live, travel and stay;
- Help facilitate growth in the tourism industry;
- Co-ordinate partnership working to develop longer-term destination plans to enhance the district's offer as a key tourism destination in Kent; and
- Support existing accommodation providers and attractions through training and knowledge sharing.

Sevenoaks Town Council would hope to work with other parties to promote destinations along the Sevenoaks to Swanley via Otford railway line. This would be branded as the 'Darent Valley Railway' and aim to enhance local tourism opportunities.

The Town Council will work with the District Council to develop a Tourism Strategy for Sevenoaks.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Policy E3: Proposals for increased parking provision will be supported when it can be proven that it is required to support the economic development of a local area. A preference will be for the intensification and improvement of existing car park sites over the development of new car parks. Any new car parks should be designed to the highest quality. New car parks should not be located where they will bring more traffic into residential areas or conflict with key pedestrian and cycle routes

The priority of this Plan is to encourage the use of sustainable modes of transport rather than the use of the private car. However, it is also recognised that than provision of sufficient car parking spaces is critical to support the town's shops, businesses and public transport network. In specific local circumstances, where it can be proven that additional parking provision is needed to support economic growth, the development of new car parks will be supported.

Analysis of town centre character (Appendix A, Section A7) carried out as part of this Neighbourhood Plan reveals the impact existing areas of car parking can have on the townscape. The extensive areas of car parking around Sevenoaks station and the library and museum and leisure centre result in large areas of poorly defined open space and poor quality routes between car parks and key destinations. For this reason, extensive new areas of surface car parking should be avoided. Preference will be given to the intensification of existing sites. This could be achieved by redesigning the layout of existing car parks or by providing multi-storey / decked solutions as has recently been delivered on Buckhurst Lane. Any new car parks should be designed to the highest standards and provide legible, well-lit and attractive pedestrian connections to local destinations.



Shopfront improvements can provide an economic boost to local centres

Objective Eleven: To consolidate and enhance both the town centre and secondary shopping areas

Policy E4: Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer



There has been a market in Sevenoaks since the 13th Century and Sevenoaks' markets are an attractive draw for the town centre. The provision of specialist markets (particularly a farmers' market) were supported by the public throughout the consultation on the Neighbourhood Plan. The town's two markets (the general market on Wednesday and charter market on the High Street on Saturday) are operated by the Town Council. The Council will work with stall-holders to develop proposals to expand provision and diversify the offer.

Markets offer opportunity for fledgling businesses to trade and often sell local produce and goods. This can benefit both the local economy and the environment.

Policy E5: Support will be given to spatial strategies and development proposals that enhance the function, accessibility and appearance of neighbourhood centres such as:

- Northern St John's;
- Southern St John's (Hollybush Parade); and
- Tubs Hill Parade.



Neighbourhood centres are generally protected by planning policies that place restrictions or protections on the land uses that are permitted in these locations. Planning policies do not, however, identify strategies to address some of the spatial issues that may be affecting the performance of neighbourhood centres such as lack of car parking, poor quality paving and unattractive shop fronts.

The Town Council will work with local business owners to identify the spatial and land use issues that they feel should be addressed in the centres. This information will be used to establish parameters for assessing future development proposals.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

4.6 THEME FIVE: COMMUNITY AND CULTURE

Objective Twelve: To deliver enhanced community assets for the town

Policy COM1: Proposals for a new Community Centre at Bat and Ball station will be progressed by the Town Council



The Town Council recently completed the construction of the Bat & Ball Centre a new community centre to the west of Bat and Ball station. This includes a large event space, a small hall, meeting room, kitchen area, and public toilets. There is also a separate nursery on the site.

The new centre is directly accessible from the new access recently opened to the western platform of Bat and Ball station. This helps to satisfy the priority objective in the Sevenoaks District Transport Strategy to improve public transport interchange facilities (refer to Appendix B).

There will be continued support for the regeneration of northern Sevenoaks following the Town Council's initial substantial (over £5 million) investment into the area on facilities including the Bat & Ball centre, and Bat and Ball station refurbishment and access improvements.

Policy COM2: Promote new health and education provision, faith facilities and other necessary community infrastructure as an integral part of new development



Development proposals that generate a requirement for new or improved physical, social and green infrastructure must provide this as an integral part of any planning application.

The Neighbourhood Plan provides a long-term strategy for Sevenoaks and identifies development opportunities including the potential for new homes in Northern Sevenoaks together with a significant new open space at the Greatness Quarry site (refer to Northern Sevenoaks Masterplan and to Policy D2). These new homes will require supporting infrastructure and in particular health care, schools provision and other community infrastructure including space for faith groups.

The Town Council will work with the District and County Councils, and also with health providers, to ensure that this community infrastructure is provided. Initial discussions have been held to consider the potential to provide a new primary school at the Greatness Quarry site or on land adjacent to Knole Academy, together with key worker accommodation.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

FROM LEFT:
Large event space within the Bat & Ball Centre; and
entrance to the centre

The following statement has been received from the NHS West Kent Clinical Commissioning Group:

'Inevitably any increase in the local population has an impact on provision of healthcare requirements both in terms of service, workforce and infrastructure. The proposals for Northern Sevenoaks Masterplan, whilst incremental, would have a significant impact on local general practice due to existing pressures and limited capacity.'

To ensure sustainable general practice in Northern Sevenoaks a further assessment of the impact of this development is required to be undertaken with general practices in order to ensure that the growth can be accommodated over the plan period. At this time the Clinical Commissioning Group is signalling that the options for infrastructure to be further explored include the expansion / reconfiguration of existing general practice premises and the inclusion of a general practice premises as the part of the masterplan, including the opportunity to secure land and / or capital contributions through CIL.'

6 November 2017

At the appropriate point the Town Council will hold further discussions to support the additional assessment and ensure robust plans are developed.



FROM TOP:

The existing Community Centre at Bat and Ball is being re-provided; new development must deliver new health and education provision

Objective Thirteen: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets

Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy

Aim COM4: The Town Council will support the development of a new amphitheatre at Knole Environmental Park

Sevenoaks already has an extensive variety of cultural facilities including The Stag Theatre and cinema, the library and museum (Kaleidoscope), bandstand, Knole House and Park and several other smaller private galleries. These are a significant resource for the town.

The Town Council has recently worked with Sevenoaks District and Kent County Council officers, local artists and designers and managers from cultural institutions, to prepare an arts and cultural strategy for the town. This promotes a number of spatial and non-spatial initiatives.

Spatial / land use proposals:

- New cultural facilities to strengthen the cultural offer including new affordable workspace for artists and makers to create, show and sell work;
- A strategy for improving and animating pedestrian links between cultural venues through artwork, lighting and wayfinding — this should also be considered as part of the public realm strategy for the town;
- A strategy for temporary arts interventions to improve poor quality spaces in the town centre;
- A strategy to allow the temporary occupation of empty shop units for arts and cultural uses;
- Events and festivals that provide opportunity for performance and cultural enrichment; and
- The construction of a new amphitheatre at the Environmental Park in Knole to provide additional space for outdoor performances, and also strengthen the area around the leisure centre and Kaleidoscope as a key civic hub for the town.

Non-spatial activities:

- The creation of an e-forum for local arts / cultural groups and individuals to share ideas and promote their activities;
- A strategy to foster better co-operation and shared promotion of arts and culture throughout the town; and
- A strategy to engage future generations in arts and cultural facilities.

This Neighbourhood Plan will support development proposals that come forward, which help to deliver the spatial proposals included in the Sevenoaks Cultural Strategy 'Sevenoaks A Thriving Cultural Town'. This strategy is set out in Appendix C to this Neighbourhood Plan.



Figure 4.5: Plan of the proposed cultural quarter and the connections between town centre cultural assets

- Knole amphitheatre (proposed)
- Theatre
- Library
- Museum
- Bandstand
- Market
- Gallery
- Area of high quality public realm (proposed)
- Improved pedestrian links
- Development sites
- Existing frontage
- Proposed frontage
- Greenbelt
- The Vine



4.7 THEME SIX: SPORTS AND RECREATION

Objective Fourteen: To deliver enhanced recreational and sports facilities for the town

Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.

All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.

The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy



As identified in Neighbourhood Plan Policy L5, sand extraction on the Tarmac Ltd. site, north of Greatness Recreation Ground, is set to complete and the site returned to public use by 2030 / 2032. The ground will be remodelled and a new lake will be provided in the north-east quadrant of a new Greatness Park.

In contrast to the Sevenoaks Wildlife Reserve, which provides a quiet and contemplative environment and a haven for wildlife, Greatness Park will be an active space. The lake will be used for a range of water sports and will be served by a visitor centre and boatyard. Greatness Park will provide a new recreational resource for the wider community, and new walking and cycling routes will ensure that the park is accessible by sustainable modes.

The Sevenoaks Town Sports Strategy (Appendix D) sets out a long-term strategy for future sports provision in the town. It was prepared in 2015 by the Town Council in close consultation with local sports organisations and the community and promotes enhancements and improvements to existing facilities at The Vine, Hollybush Recreation Ground and Park, Knole Paddock, Greatness Recreation Ground and the Sencio Leisure Centre.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Some of the proposals set out in the Sports Strategy have already been delivered including the provision of a 3G pitch at Greatness Recreation Ground, refurbishment of the pavilion and public toilets at The Vine and the introduction of improved drainage and spectator seating at Knole Paddock. Future development proposals, which comply with the Sports Strategy, will be supported.

The Town Council will continue to investigate and support promotion of potential sites for sports that are not well provided for in the town including basketball, netball, archery, hockey and badminton.

Community access agreements should be sought with all planning applications for new sporting facilities in the Neighbourhood Plan area.

The Town Council will continue to update the Sports Strategy document over the life of this Plan to reflect changing circumstances. The current version is included as Appendix D.

Development for new sports facilities will only be supported if they adhere to guidance provided by the relevant governing body for the particular sport. This will ensure that the facilities can be used effectively in the future and maximise the value of the investment for the community. Planning applications must be accompanied by a statement explaining how this has been achieved.

The network of public rights of way in Sevenoaks also offer a resource for recreation and leisure and increased mental and physical well-being. Refer also to Neighbourhood Plan Policies M1, M2 and M3.

Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people.



The Sevenoaks Openspace Study (2018) identified that many parts of the Neighbourhood Plan area are deficient in terms of provision for children and young people. Furthermore in many places the equipment is not challenging enough, not in keeping with the character of an area and play areas lack trees or landscape that provide character or shading.

With an increase in obesity amongst children nationwide and obese children being twice as likely to become obese adults providing play and other recreational facilities that are interesting and challenging and that draw children and young people away from more sedentary activities is of great importance.

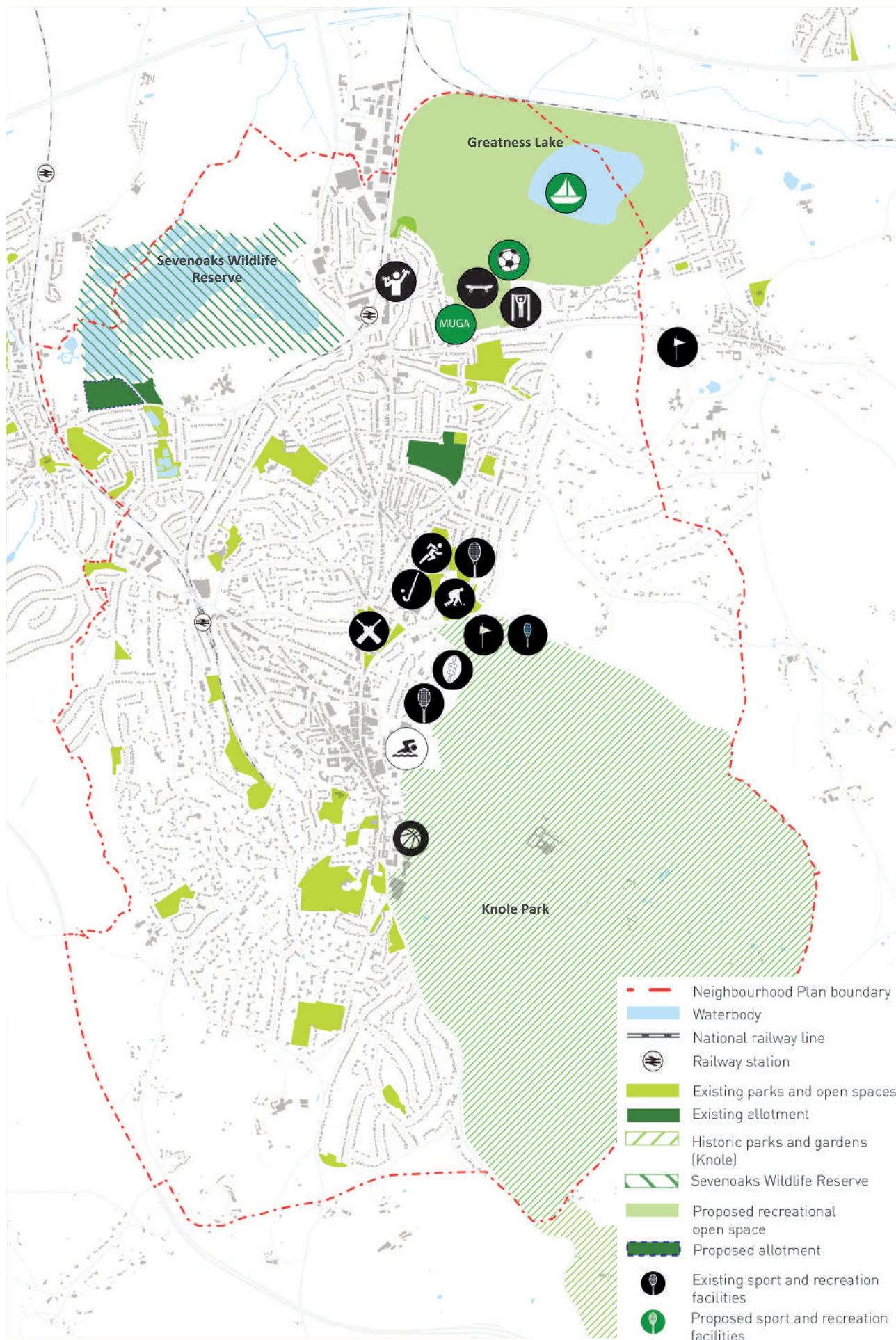


Figure 4.6: Sports and recreation facilities (existing and proposed)

4.8 THEME SEVEN: DEVELOPMENT AND HOUSING

Objective Fifteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

Policy D1: The Neighbourhood Plan recognises that there are sites that may come forward for development, either as windfall or through allocation in the Local Plan, that have potential to deliver benefits that should be secured through the design, layout and use of each site. Planning applications on the following vacant and under-utilised sites within the Neighbourhood Plan area should demonstrate that they will deliver the relevant benefits set out below, in addition to other requirements set out in the Local Plan:

1. Bat and Ball Centre, Bat and Ball*

- Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey;
- A southern access and entrance to Bat and Ball station; and
- A building layout that would facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station.

2. Travis Perkins, Bat and Ball

- A longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height;
- Removal of the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area; and
- Improved access towards Bat and Ball station and better animation of the streets in the area.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

3. Cramptons Road, Water Works

- Potential for residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project;
- Layout must retain access to the water treatment works to the north of the site. The layout of development should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to Bat and Ball station; and
- The scale and massing of development should respond to the lower scale properties to the west of the site.

4. Carpetright / Wickes, Otford Road

- Relocate existing uses northwards to the Vestry Industrial Estate where they are more appropriate;
- Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes;
- Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments); and
- Respond positively with proposals for the adjacent gasholder station site (Site 5).

5. Sevenoaks Gasholder Station

- Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks;
- A development layout that provides positive frontages to streets and retains, fronts onto and overlooks the pedestrian path (a public right of way) that connects Cramptons Road with Otford Road through the site; and
- A scale and massing that responds to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road).

6. Bat and Ball Enterprise Centre

- Longer term opportunity to change this area close to Bat and Ball station to mixed-use;
- Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes (from Queens Drive) that are overlooked by new development;
- Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road; and
- Buildings could be up to four storeys in this location.

* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

7. Sevenoaks station and surrounding area

- Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town;
- There are notable views down London Road towards the Kent Downs AONB to the north and any development should respond sensitively to this setting;
- Scale of buildings to be typically four to six storey. There may be potential for a taller building to mark the station; and
- Opportunity to reconsider transport interchange and public realm treatment at the station.

8. Edwards Electrical, High Street

- Development proposals to respond to heritage sensitivities (the site is located immediately to the south of, and adjacent to, the Vine Conservation Area);
- Development should respond to the character of the existing streetscape both in terms of materials, design language and height and massing — two / three storeys is appropriate;
- Development should provide a positive and active frontage to the High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form; and
- Potential for mews houses to the rear of the site.

9. Buckhurst Lane (Suffolk Way) sites

- Development proposals to respond to heritage sensitivities (the site is located on the edge of the Sevenoaks High Street Conservation Area) and development will need to respond to the historic development pattern, materials and character of the area;
- Access will need to be maintained to service yards of properties on High Street;
- Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane;
- Scale and massing of development to respond to the existing context;
- Development should front streets whilst concealing existing service yards from public view; and
- Pedestrian connections through the area to be retained and any trees that are removed to be replaced.

10. Post Office / BT Exchange

- Development proposals to respond to heritage sensitivities (the site is located adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre);
- The site is located on elevated ground with land dropping away to the south and development is likely to be highly visible from a number of locations. The height and massing needs to be carefully considered and modelled;
- Potential to re-establish the primacy of London Road through development providing active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey;
- Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses;
- Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road;
- Potential for public realm enhancement to South Park; and
- A comprehensive scheme should be prepared but could be delivered as two independent phases (Post Office and BT Building).

11. Town Council offices, Bradbourne Vale Road*

- Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear;
- Development up to three storeys; and
- Potential to relocate existing office space to the Community Centre site at Bat and Ball station.

12. Adult Education site, Bradbourne Road

- Potential for sensitive residential conversion of the locally listed college building which maintains the integrity of the existing building;
- Potential for a new build residential annex; this must be subservient to main college building in respect of its design and scale and massing; and
- Existing mature trees and quality of landscape setting to be retained.

Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life.



* Represents aims where further studies / actions will be pursued by the Town Council over the life of the Plan

The sites have been identified from existing Local Plan site allocations, survey work undertaken as part of this Neighbourhood Plan and the recommendations made in the Northern Sevenoaks Masterplan.

It is important to plan positively for the achievement of high quality and inclusive design. To achieve this, Policy D1 identifies the benefits that should be secured through the design, layout and use of each site should they be brought forward for development.

The location of each site is indicated in Figure 4.7 and further detail on each of the sites is provided on the pages that follow.

This includes:

- Existing features to be retained on-site including any buildings or landscape features / trees;
- Environmental or heritage assets in the wider context that development would need to respond to;
- The land uses that are considered appropriate on the site;
- The potential scale, height and massing of new buildings;
- How development should respond to streets spaces and other features; and
- Movement, connectivity, access and parking.

The Neighbourhood Plan is looking to the long term and it is recognised that for some sites development is unlikely to be brought forward in the short to medium term. For some sites there is currently a policy presumption to retain employment in the Local Plan or an existing use that is unlikely to change at the current time.

In order to reduce the impact that development has on climate, were development to be brought forward on any of the sites it should be built to the highest environmental standards with new homes meeting or exceeding the government's 'Future Homes Standard' and non-residential buildings aiming for BREAAAM excellent ratings.

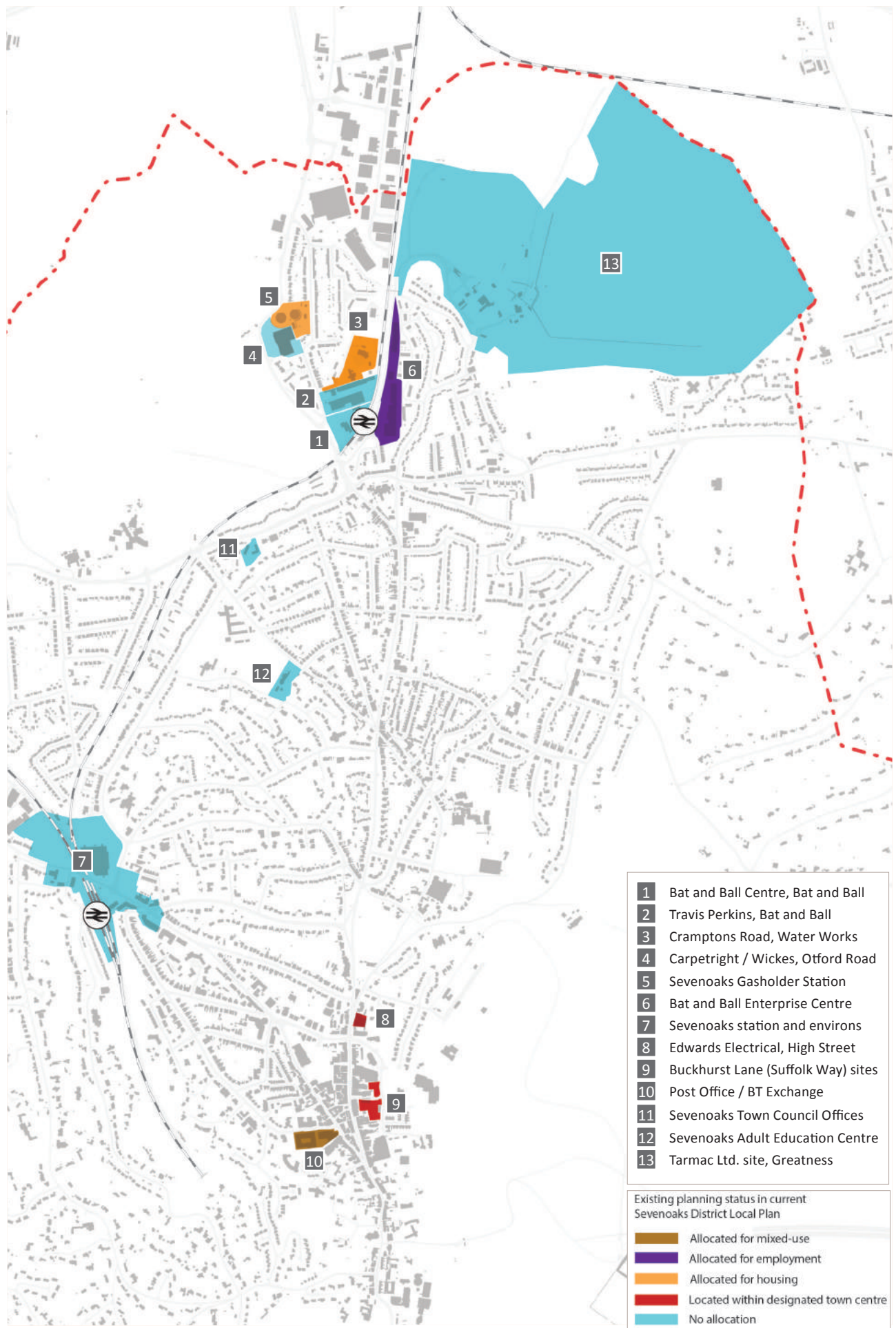


Figure 4.7: Sites that may come forward for development within the Neighbourhood Plan area and that have potential to deliver benefits that should be secured through their design, layout and use

1

BAT AND BALL COMMUNITY CENTRE

OTFORD ROAD

0.89Ha



EXISTING USE

- New Bat and Ball Centre, associated car parking and MUGA recently delivered on the site.

PLANNING STATUS

- No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)

PLANNING DESIGNATIONS / CONSTRAINTS

- Adjacent uses — light industrial to the north; rail line to the south and east, busy road to the west
- Single point of access from the north-west corner
- Land is steeply sloping to the western boundary
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)

POTENTIAL USES

- New Community Centre, re-provision of the children's nursery (COMPLETED)
- Office space
- Residential apartments

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey
- Potential southern access and entrance to Bat and Ball station (DELIVERED)
- Building layout should facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station

2

TRAVIS PERKINS, BAT AND BALL

SEVENOAKS BUSINESS CENTRE

1.27Ha



EXISTING USE

- Light industry and builders' merchants

PLANNING STATUS

- No allocation; however, policy presumption to retain employment use (Policy EMP1/EMP5)

PLANNING DESIGNATIONS / CONSTRAINTS

- Travis Perkins has recently expanded their operation on the site
- Numerous other businesses are located within the Sevenoaks Business Centre
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)

POTENTIAL USES

- Office space
- Residential apartments

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height
- Remove the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area
- Create improved access towards the station and better animation of the streets in the area

3

CRAMPTONS ROAD WATER WORKS

CRAMPTONS ROAD

1.26Ha



EXISTING USE

- Southern portion of the water treatment works (northern portion retained in operational use)
- Includes two vacant waterworks buildings and a residential property

PLANNING STATUS

- Allocated for Housing in ADMP - H1(b)
- Employment use (Policy EMP1/EMP5)

PLANNING DESIGNATIONS / CONSTRAINTS

- Existing homes which may impact on layout
- Access to water treatment works must be retained
- Access onto Cramptons Road is constrained
- Requires a comprehensive approach that responds to adjacent sites
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)

POTENTIAL USES

- Mix of residential houses and apartments

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project
- Development layout should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to the station
- Development form should respond to lower scale properties to the west

4

CARPETRIGHT / WICKES

OTFORD ROAD

1.13Ha



EXISTING USE

- Big box retail uses

PLANNING STATUS

- No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)

PLANNING DESIGNATIONS / CONSTRAINTS

- Site is adjacent to former gasholder station and ground remediation is likely to be required
- Comprehensive approach required that anticipates potential change on gasholder station site
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)
- A public footpath extends along the site's eastern boundary

POTENTIAL USES

- Residential use: houses fronting Cramptons Road and apartments fronting Otford Road

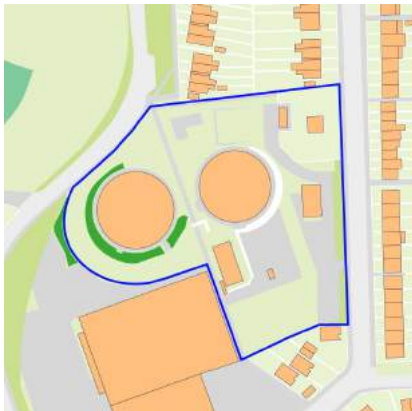
OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Relocate these uses northwards to the Vestry Industrial Estate where they are more appropriate
- Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes
- Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments)
- Development proposal would work more effectively in conjunction with adjacent gasholder station site (Site 5)

5

SEVENOAKS GASHOLDER STATION CRAMPTONS ROAD

0.98Ha



EXISTING USE

- Site of former gas works — gasholders were removed in 2018

PLANNING STATUS

- Allocated for Housing in ADMP - H1 (c)

PLANNING DESIGNATIONS / CONSTRAINTS

- Site remediation will be required
- Development opportunity is impacted by adjacent big box retail uses to the south
- Comprehensive approach required that anticipates potential change on adjacent sites
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)
- Public right of way extends across the site

POTENTIAL USES

- Residential use: houses fronting Cramptons Road and apartments fronting Otford Road

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks
- Development layout should provide positive frontages to streets and retain and front onto the pedestrian path that connects Cramptons Road with Otford Road through the site
- Scale and massing should respond to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road)

6

BAT AND BALL ENTERPRISE CENTRE BAT AND BALL ROAD

1.80Ha



EXISTING USE

- Light industry / businesses within two storey buildings. Car parking located either to the front or sides of buildings

PLANNING STATUS

- Allocated for Employment in ADMP - EMP1 (b)

PLANNING DESIGNATIONS / CONSTRAINTS

- While Greatness Quarry is still operational Bat and Ball Road is used by numerous heavy vehicles
- Employment uses impact on accessibility of station from Greatness to the east
- The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)

POTENTIAL USES

- Potential for area to become mixed-use with the addition of residential development

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Longer term opportunity to change area around the station to mixed-use
- Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes that are overlooked by new development
- Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road
- Buildings could be up to four storeys in this location

**EXISTING USE**

- Station and arrival car park: station and retail units
- Farmers site: vacant
- London Road shops: retail
- BT offices at One 60 London Road
- Tubs Hill Parade: retail with residential above
- Shell Garage and Kwik Fit: petrol filling station and car repairs
- Sevenoaks station car park: parking

PLANNING STATUS

- No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)

PLANNING DESIGNATIONS / CONSTRAINTS

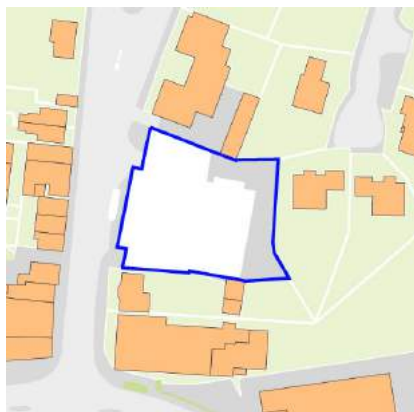
- Area is generally low lying and so can accommodate greater height than elsewhere in the town; however, there are notable views down London Road towards the Downs to the north
- Car parking will need to be retained but could be re-provided within a multi-storey car park
- Conflicts between road users and pedestrians around the station
- Fragmented ownerships may make delivery challenging (e.g. Tubs Hill Parade)

POTENTIAL USES

- Potential for compact mixed-use development including retail and food and drink around station, some B1 office, petrol station and new residential units

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town
- Scale typically four to six storey with taller building marking the station
- Opportunity to reconsider transport interchange and public realm treatment at the station

**EXISTING USE**

- Vacant site

PLANNING STATUS

- Located within designated town centre

PLANNING DESIGNATIONS / CONSTRAINTS

- The site is located immediately to the south of, and adjacent to, the Vine Conservation Area
- Development must respond to the character of the existing streetscape both in terms of materials, design language and height and massing — two / three storeys is appropriate

POTENTIAL USES

- Active ground floor uses fronting street
- Residential apartments and houses

OPPORTUNITY / URBAN DESIGN PRINCIPLES

- Development should provide a positive and active frontage to the High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form
- Potential for mews houses to the rear

**EXISTING USE**

- Car parking

PLANNING STATUS

- Located within designated town centre

PLANNING DESIGNATIONS / CONSTRAINTS

- The site is located on the edge of the Sevenoaks High Street Conservation Area and development will need to respond to the historic development pattern, materials and character of the area
- Access will need to be maintained to service yards of properties on High Street
- Challenges in terms of interface with some of the existing properties
- Loss of town centre car parking / need to relocate
- May result in the loss of some trees

POTENTIAL USES

- Ground floor B1 workspace and potential for an indoor market
- Residential apartments above

OPPORTUNITY / URBAN DESIGN PRINCIPLES

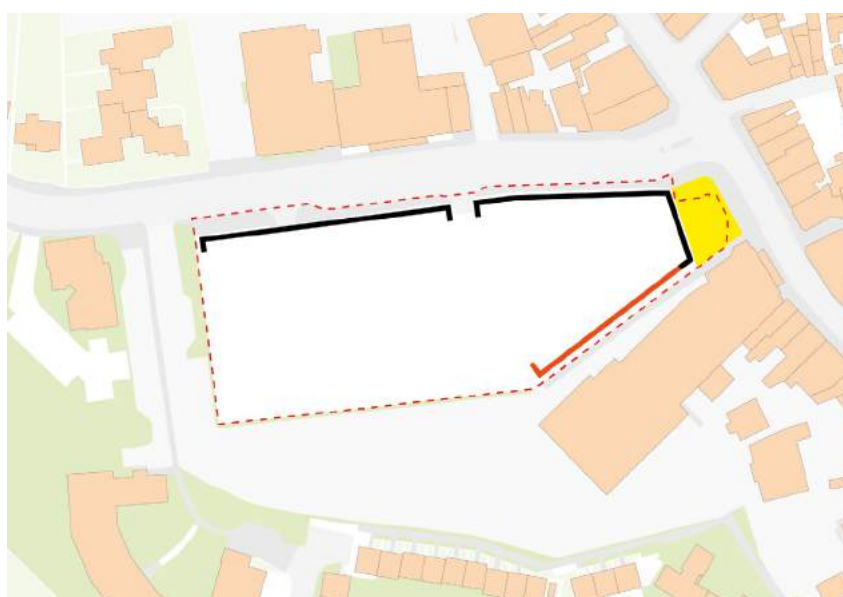
- Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane
- Scale and massing of development should respond to the existing context
- Development should front streets whilst concealing existing service yards from public view
- Pedestrian connections through area to be retained and any trees that are removed to be replaced



EXISTING USE	<ul style="list-style-type: none"> Post Office and BT Exchange
PLANNING STATUS	<ul style="list-style-type: none"> Allocated for mixed-use in ADMP Located within designated town centre (secondary frontage) - H2(a)
PLANNING DESIGNATIONS / CONSTRAINTS	<ul style="list-style-type: none"> Adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre. Development will need to respond to the historic development pattern, materials and character of the area Prominent site on gateway to town centre On elevated ground with land dropping away to the south means that any development will be highly visible from a number of locations. Height and massing needs to be carefully considered and modelled. Maximum height four storeys with upper floors set back Town centre car park to the rear
POTENTIAL USES	<ul style="list-style-type: none"> Ground floor active uses onto High Street Residential apartments
OPPORTUNITY / URBAN DESIGN PRINCIPLES	<ul style="list-style-type: none"> Significant town centre site Potential to re-establish the primacy of London Road through development providing active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road Potential public realm enhancement to South Park A comprehensive scheme needs to be prepared but could be delivered as two independent phases (Post Office and BT Building)

Legend

- Site Boundary
- Active Frontage
- Residential Frontage
- New Public Space



Site opportunities / design guidance

11 SEVENOAKS TOWN COUNCIL OFFICES

BRADBOURNE VALE ROAD

0.32Ha



EXISTING USE	<ul style="list-style-type: none"> Town Council offices and car parking Office hub recently completed
PLANNING STATUS	<ul style="list-style-type: none"> No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
PLANNING DESIGNATIONS / CONSTRAINTS	<ul style="list-style-type: none"> Mature trees on site boundaries
POTENTIAL USES	<ul style="list-style-type: none"> Residential
OPPORTUNITY / URBAN DESIGN PRINCIPLES	<ul style="list-style-type: none"> Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear Development up to three storeys Potential to relocate existing office space to the Community Centre site at Bat and Ball station

12 SEVENOAKS ADULT EDUCATION CENTRE

BRADBOURNE ROAD

0.60Ha



EXISTING USE	<ul style="list-style-type: none"> Adult Education Centre and associated outbuildings and car parking
PLANNING STATUS	<ul style="list-style-type: none"> No allocation, however policy presumption to retain employment use (Policy EMP1/EMP5)
PLANNING DESIGNATIONS / CONSTRAINTS	<ul style="list-style-type: none"> College building locally listed Part of the site is allocated as open space Mature trees on the site A public right of way crosses the site
POTENTIAL USES	<ul style="list-style-type: none"> Residential development through refurbished college building and a new-build residential annex to the south of the site
OPPORTUNITY / URBAN DESIGN PRINCIPLES	<ul style="list-style-type: none"> Residential development opportunity College must be sensitively refurbished / converted to maintain integrity of existing building Annex must be subservient to main college building in respect of its design and scale and massing Retain mature trees and quality of landscape setting

NOTE: All proposals for residential development on the above pages must deliver the required quantum of affordable housing.

Policy D2: Should the Tarmac Ltd. Site at Greatness be brought forward for development, either as windfall or through allocation in the Local Plan, this should be guided by an agreed masterplan that indicates how development would be laid out to respond to, and provide a significant landscape resource for Sevenoaks, how it will be phased and the supporting infrastructure that would be delivered as part of the development.

Development of the site should also deliver the following benefits for the area:

- Community infrastructure including the potential provision of a primary school and medical facilities;
- Green infrastructure including the provision of a new lake and centre for sport, recreation and leisure, a network of walking and cycling routes and play space;
- Transport infrastructure and in particular proposals must demonstrate how vehicular access will be achieved and how any transport impacts will be mitigated, including but not limited to improvements to Bat and Ball junction;
- Re-use of historic buildings - the former oast house should be refurbished, integrated into the development and re-used for community use; and
- A mix of new homes that supports local needs and including affordable homes to meet the requirements of the Local Plan.



FROM TOP: The Tarmac Site Ltd. being worked for sand; The historic oast house

The potential of the Tarmac Ltd. site for development was identified as part of the Northern Sevenoaks Masterplan commissioned by Sevenoaks Town Council in November 2016 (Refer to Appendix A5 for further details).

The Masterplan includes proposals for the redevelopment of the Tarmac Ltd. site once sand extraction operations are complete. Planning for such development now will help ensure that it delivers the maximum benefits to the surrounding community.

If developed, new housing could help deliver a number of community assets including a lake for watersports, walking and cycle routes, a visitor centre and the refurbishment and reuse of the locally listed former oast house. A new primary school and medical facilities could also be provided.

The Tarmac Ltd. site is currently within the Green Belt. For development on this site to come forward exceptional circumstances will have to be identified by Sevenoaks District Council in order to remove the site from the Green Belt. This is currently under review as part of the Local Plan process.

The Northern Sevenoaks Masterplan was consulted upon as part of the District Council's Local Plan 'Issues and Options' Consultation. The Plan received overwhelmingly positive support through this consultation. 66% of respondents stated that they either 'Strongly supported' or 'Supported' the Plan (based on responses from 13,654 people).

Whilst it is not yet certain whether the site will come forward the potential of this site is clear. It is in a sustainable location, close to Bat and Ball station with connections to the surrounding townscape and access to local shops and services.

Should the site be brought forward for development the following benefits to the wider area should be delivered:

1. Community Infrastructure

The site offers potential to deliver new community infrastructure for Northern Sevenoaks. Early planning will allow the District Council to assess the impact of a rise in population and plan new infrastructure requirements accordingly. This should include all necessary health and education provision.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

2. Green Infrastructure

One of the key requirements of new development on the Tarmac Ltd. site is the provision of a new lake for sport, recreation and leisure (refer also to Policy L5). Development around the lake and the green spaces around it should include:

- A centre for watersports;
- A lake-side trail for running, walking and cycling as part of the wider green network;
- A new pedestrian / cycle link from Greatness Recreation Ground;
- Good levels of connectivity through the new housing provided on-site and to the wider area; and
- Opportunities for play spaces.

3. Transport Infrastructure

Development on-site must be contingent on the adequate resolution of the impact on the surrounding transport network including, but not limited to, improvements to Bat and Ball junction.

The development must be planned around a clearly defined, safe and well connected network of pedestrian and cycle routes that link the site to the surrounding area.

4. Re-use of historic buildings

The Tarmac Ltd. site contains a former oast house. This should be refurbished, integrated into the development and re-used for community use.

5. Size and mix of dwellings

New development will only be supported if the requirements for affordable housing are met and delivered on-site. These should be designed to meet local needs.

New development will only be supported if the size and mix of houses reflects local needs. This must include smaller units.

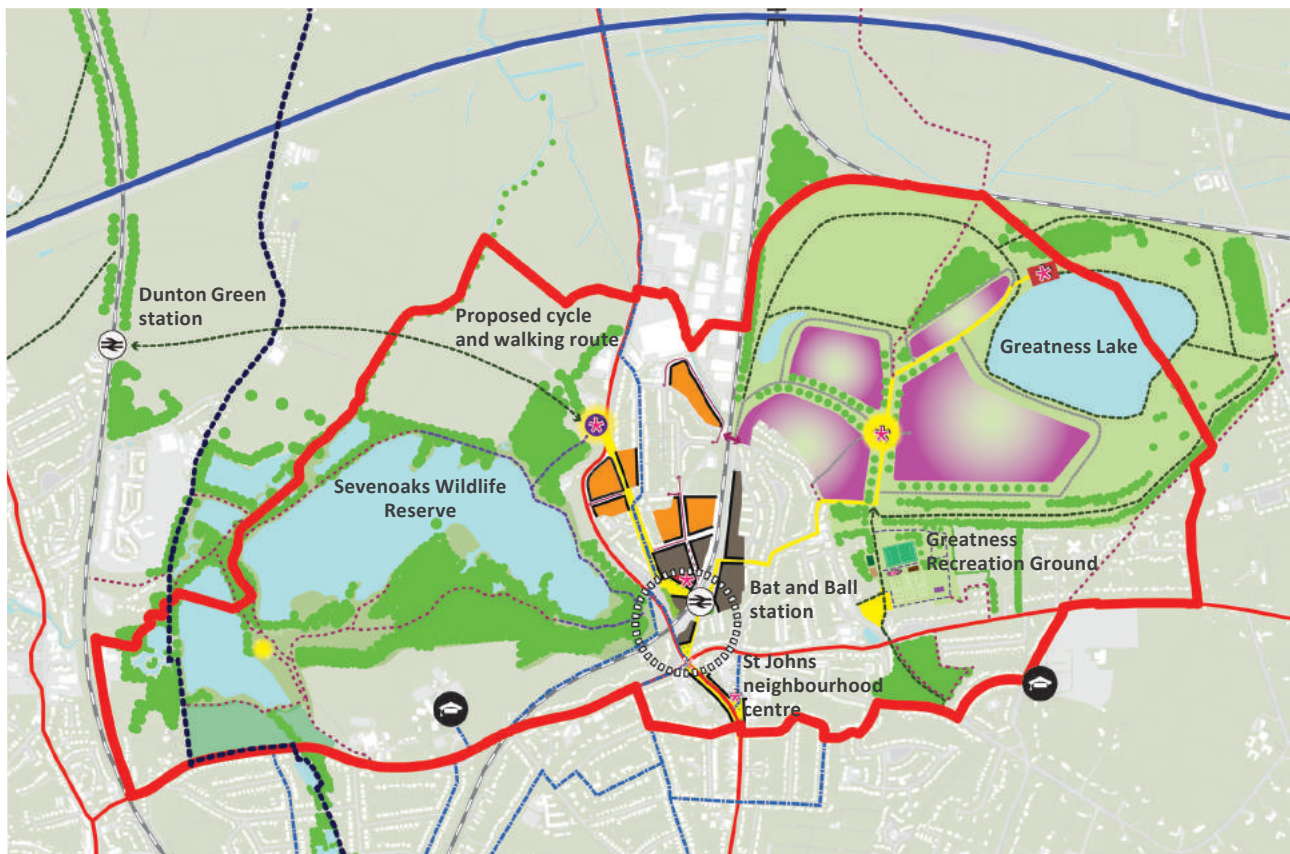


Figure 4.8: Northern Sevenoaks Masterplan indicating the potential for development on the Tarmac Ltd. site at Greatness

Residential development (houses)	Proposed path	New visitor centre (Nature Reserve)
Mixed use development	Key route / area with high quality public realm	Greatness Lake Visitor Centre
Greatness Lake residential	Proposed vehicle route	Community centre / refurbished station
MUGA	Proposed cycle / pedestrian route	Historic buildings to be refurbished
Play area	Darent Valley Path	New sports pavilion
Skate park	Railway crossing	Other landmark building
Adult pitch (3G)	A-class roads	Key frontage
Outdoor gym	Train station	School
Proposed cycle route	Junction improvements	
Existing path	Existing visitor centre (Nature Reserve)	



EXISTING USE	<ul style="list-style-type: none"> Greatness Quarry - sand is currently being extracted Site includes a number of works buildings, (including a locally listed oast house), towards the west of the area
PLANNING STATUS	<ul style="list-style-type: none"> No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) Located within the Green Belt
PLANNING DESIGNATIONS / CONSTRAINTS	<ul style="list-style-type: none"> Sand extraction is ongoing and the site will need to be re-profiled following completion of the extraction There are a number of mature trees and woodland belts within the area A locally listed oast house is located towards the west of the site The site is close to the Kent Downs AONB A public right of way extends through the area The site is located within the Impact Risk Zone (IRZ) for Greatness Brickworks SSSI (located to the north west). It may be appropriate for the SSSI to become part of the greenspace for the development A landfill site is located to the north-west of the area Access is constrained with the current main access off Bat and Ball Road in the south-western corner. Secondary access is provided from Farm Road (the former main access of the quarry) and a from Childsbridge Lane in the east
POTENTIAL USES	<ul style="list-style-type: none"> Open space Community uses including education and health Residential homes on the western portion of the site
OPPORTUNITY / URBAN DESIGN PRINCIPLES	<ul style="list-style-type: none"> Potential to deliver a significant open space resource for Northern Sevenoaks and the wider area. This to include an extensive waterbody offering potential for watersports, a network of paths for pedestrians and cyclists and range of attractive habitats for both people and wildlife Retain and refurbish the historic oast house for community uses Locate new homes within an attractive green environment focused in the south-western portion of the site where they can serve to overlook routes and open spaces Provide a range of homes to meet local needs. Properties to be generally two and three storeys Provide a network of safe and attractive pedestrian and cycle routes offering clear and understandable access from the surrounding residential areas and to Bat and Ball station Improve pedestrian access over the railway line to Vestry Road to the west of the site Carefully manage vehicular access to the site to avoid impacting detrimentally on adjacent residential areas and the wider movement network in the area Avoid intrusion to the Kent Downs AONB through planting, use of materials that blend into the landscape and careful use of lighting to avoid light spill

Objective Sixteen: To deliver a range of new homes to meet local needs

Policy D3: Where practicable larger residential developments will be expected to provide a range of homes. New housing should contribute to meeting the identified local need. Affordable housing provision will be required as part of all eligible developments



Policy D4: The development of on-site key worker housing will be encouraged as part of larger infrastructure developments and subject to a condition preventing sale or rent on the open market



The shortage of affordable homes, which is more acute within Sevenoaks than in the wider district, contributes to a shortage of 'key workers' living locally. This means inward commuting and additional traffic as a consequence.

With an aging population there is also a need to provide appropriate accommodation to allow people to downsize and to provide different models that provide support or shared facilities (eg. co-housing). These could be located in accessible locations where there is less reliance on using a car and potential to walk to local shops, medical services and wildlife and recreation sites.

A range of housing is needed to satisfy the key drivers identified in the Sevenoaks District 2017 Housing Needs Study. These include a need to increase the range of housing and support for older people and to offer a diverse range of affordable housing models.

The range of homes to include:

- Starter homes;
- Key worker housing;
- Smaller units (less than three beds);
- Houses of various of sizes that provide flexible accommodation to suit changing needs — for instance, allowing the development of annexes to facilitate multi-generational living and home working;
- Care homes, sheltered housing and special needs housing;
- Co-housing and self build;
- Build to rent; and
- Lifetime homes.

Providing a greater mix of homes to meet local needs can allow people to live closer to their place of work and reduce the need to travel.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

Objective Seventeen: To provide homes that are energy efficient and minimise environmental impact

Policy D5: The Neighbourhood Plan promotes the delivery of new homes that are energy efficient, that are constructed using materials that reduce the impact on the environment and that are designed to maximise daylight and sun penetration whilst also avoiding overheating



Policy D6: The Neighbourhood Plan promotes the retrofitting of existing homes to increase their energy efficiency



The increasing realisation of the climate emergency means that the government is now committed to reaching net zero carbon emissions by 2050. Investing in and implementing sustainable design practices will help to work towards climate mitigation, whilst improving economic growth and creating healthier communities.

When designing new or retrofitting existing buildings consideration should be given to:

- Insulation of properties — this should be continuous utilising Passive House principles and include use of high performance doors and windows;
- Materials with low embodied energy or recycled materials (for example re-use of existing concrete as road fill or in foundations);
- Materials with a high thermal mass, such as stone or brick, which store heat and release it slowly;
- Green roofs or walls to reduce storm water run-off, increase soundproofing and biodiversity;
- Photovoltaics or solar thermal water heating;
- Water efficiency;
- Ground or air source heat pumps for heating; and
- Low flow technology in water fittings, rainwater harvesting systems and grey water recycling systems to reduce water consumption.



Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment



Carbon neutral homes at Bedzed



Bio-diverse green roof

The sourcing of local materials and use of recycled materials is encouraged.

When retrofitting historic properties applicants are encouraged to consider Historic England's guidance on improving energy efficiency of historic buildings which is available on the Historic England website.



APPENDIX A: TOWN PORTRAIT



A1 INTRODUCTION

Sevenoaks is located to the south-east of London in the county of Kent. The town is the principal settlement within Sevenoaks district and has a population of 20,409 (2011 census).

Sevenoaks is set within rolling countryside with attractive views northwards to the Kent Downs. It is located on one of the principal commuter railway lines to London and benefits from proximity to the M25 and M26 motorways. These connections, and the town's historic character and picturesque setting within the Kent countryside, make it a popular place to live. The town is home to a skilled resident workforce with many people commuting into the town for work as well as commuting out to central London and other Kent towns.

The town is covered by Sevenoaks Town Council and it is their boundary that has determined the Neighbourhood Plan area. The Neighbourhood Plan covers an extensive area that encompasses both the built-up portion of the town and also a significant area of the open countryside within which it is set, including Knole Park. The Neighbourhood Plan area extends to approximately 1,600 hectares.

This section of the Plan provides a portrait of the Neighbourhood Plan area.

A2 HISTORIC DEVELOPMENT OF THE TOWN

EARLY DEVELOPMENT

There is no mention of Sevenoaks in the Domesday Book. Early records of Sevenoaks date back to the 13th Century when a market was first held here.

Flemish weavers settled in the area in the 14th Century and their industry was to flourish in the district for 300 years. These immigrants were followed in Tudor times by others bringing new industries such as papermaking, market gardening, hop growing and the extraction of coal. Iron smelting followed in the 17th Century providing the area with a rich assortment of productive occupations. **(Sevenoaks High Street Conservation Area Appraisal)**

The settlement grew from the 15th Century after the construction of Knole House, between 1456 and 1486. The house, which still stands today, has been extended many times through history and is now one of England's largest homes and an important local landmark.

As well as Knole House, other early developments in the town included Sevenoaks School. The school was founded in 1432 and is one of the oldest lay foundations in England.

The Vine Cricket Ground was one of the town's early landmarks. It was established in 1734 making it one of the oldest grounds in England.

The structure of the town, with the market located within The Shambles area between the High Street and London Road, was well established by the 17th Century and provided accommodation for both local tradesmen above their shops and labourers working on the Knole Estate.

The town's name derives from the old English word *Seouenaca* — a small chapel near seven oak trees in Knole Park. The trees that gave the town its name have been replaced several times. Black's 1874 'Guide to Kent' states that the original oaks: *'which conspicuously occupied the summit of the hill ... are now represented by seven younger trees nearly opposite the White Hart Inn on the Tunbridge Road'*.

In 1902, seven oaks were planted on the north side of The Vine Cricket Ground to commemorate the coronation of King Edward VII. Six of these fell in the Great Storm of 1987. These have subsequently been replaced.



CLOCKWISE FROM TOP
LEFT: **Knole House;**
Sevenoaks School crest;
The Vine Cricket Club

Most early development in Sevenoaks focused around the town centre along the main roads (London Road and High Street). This original core area has been well preserved and is a highly recognisable and distinctive part of the town.

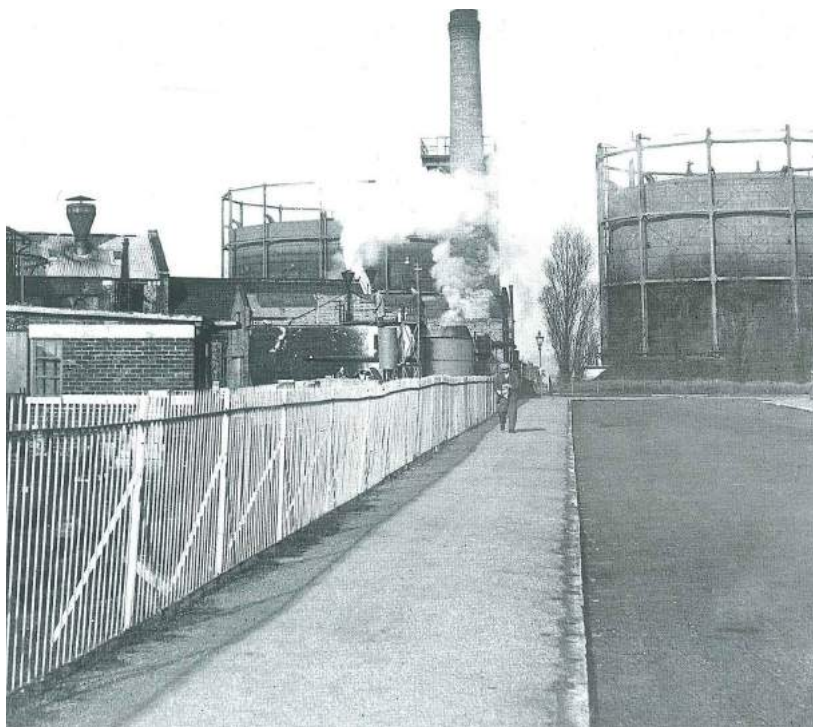
Land to the north of Sevenoaks was largely agricultural with a number of estates including Wildernesse, Bradbourne, Greatness and Montreal.

In the 18th Century the area included a number of mills. These included a mill owned by Peter Nouaille — a french Huguenot. He converted the mill for water-powered silk weaving and employed over 100 people including French refugees and many children. Business was prosperous and Nouaille built himself a substantial house, Greatness House, with formal gardens and a lake between it and the mill. As industrial processes advanced, the silk mill industry declined and the Greatness Silk Mill closed in 1827.

Two turnpikes were opened through the area in the 18th Century: the west-east Reigate to Wrotham (1765) and the north-south Farningham to Sevenoaks (1766). These met at Bat and Ball junction and a toll gate and inn were established at that location. It is said that in 1780 a journey to London took less than four hours by coach.



Figure A1: Historic Plan 1910



CLOCKWISE FROM TOP LEFT:
Sevenoaks Gas Works on Cramptons Road; Bat and Ball station circa 1920; aerial view of the Gas Works 1939.



19TH CENTURY INDUSTRIALISATION

The railway arrived in Sevenoaks in the mid 19th Century. The first station, Bat and Ball, opened in 1862, followed by Sevenoaks station in 1868. Both stations were located to the north of the town centre. This spurred a northward expansion of the town with streets of new houses providing a mix of terraced, semi-detached and detached houses being developed.

Soon after the arrival of the railway, Sevenoaks Gas Works was established on Cramptons Road (also in 1862). Gas production ceased in 1960, but the holders remained a recognisable feature in northern Sevenoaks until they were dismantled in 2018.

Brick making had been a feature of the area for several centuries, with Tudor bricks from the area used to build Otford Palace dug and fired next to Otford Road. The 1910 plan of the area indicates brickworks to either side of Otford Road on the site of the current Vestry Industrial Estate to the north of the town.



20TH CENTURY EXPANSION

Expansion of the town continued throughout the 20th Century. This growth focused primarily in the north and west of the town centre and included the Wildernes Estate, a residential development of large, detached houses set within woodland, to the north-east of the town centre.

In the inter-war years, the demand for bricks and sand to construct new homes led to further works being established in northern Sevenoaks, including the Greatness Brickworks and sand and gravel extraction to the west of Bat and Ball.

The designation of the Green Belt and the presence of other important landscapes, including Knole Park, has limited the potential for further expansion of the town through the post-war years.



Figure A2: Historic Plan 1950

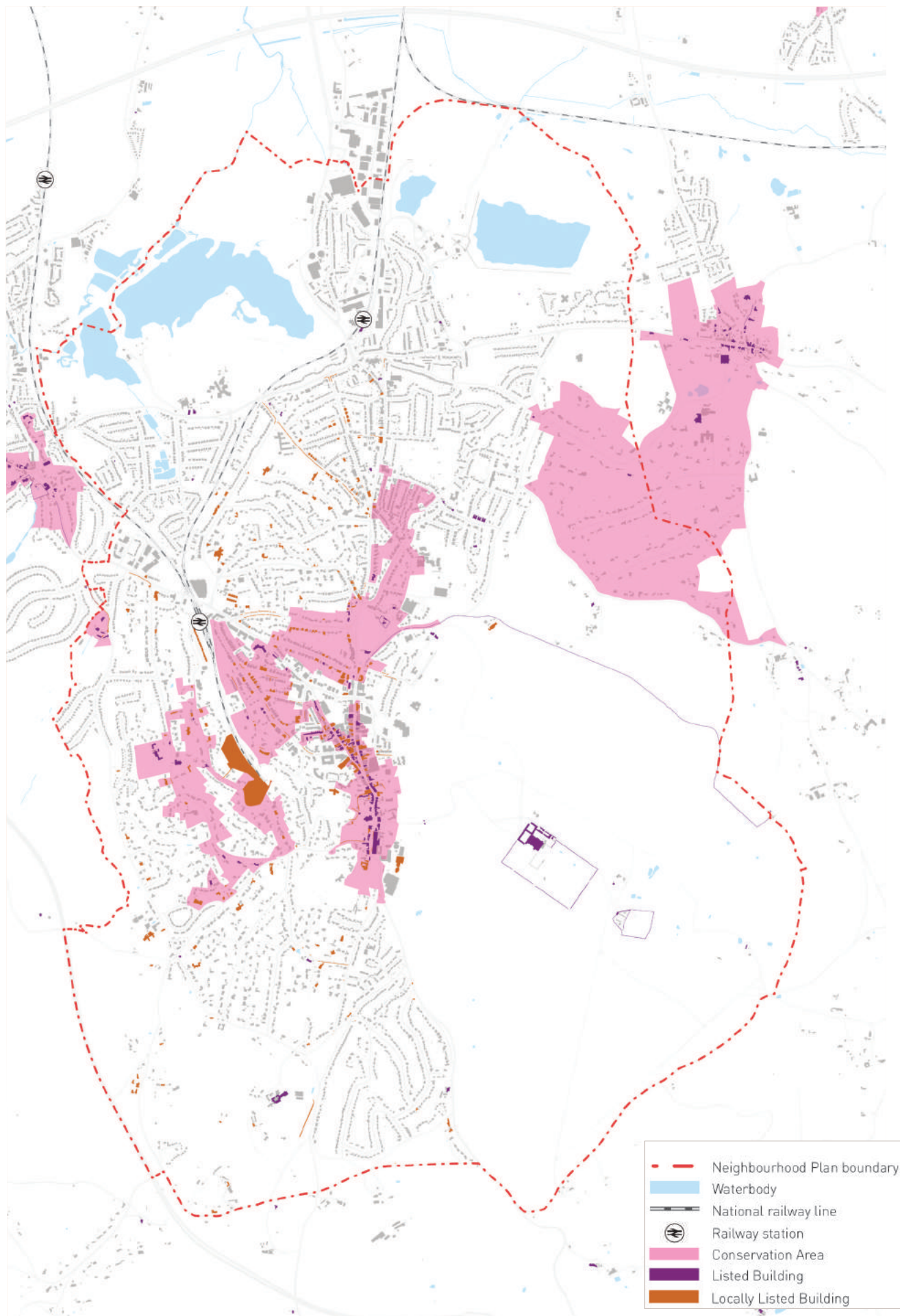


Figure A3: Conservation Areas and Listed Buildings

A3 HERITAGE

Much of Sevenoaks' historic character has been preserved to this day and this forms an important part of the town's identity. This is recognised by the District Council with the designation of eight Conservation Areas within the Neighbourhood Plan area. These are:

- High Street;
- The Vine;
- Vine Court;
- Hartslands;
- Granville and Eardley Roads;
- Kippington and Oakhill Roads;
- Wildernesse; and
- Brittain's Farm.

There are also numerous listed and locally listed buildings within the Neighbourhood Plan area, many of which are located within the Conservation Areas.

Further information on designated and non-designated assets, including archaeology, are detailed in the Kent Historic Environment Record.



CLOCKWISE FROM TOP:
Vine Gardens; Old Market House;
The Old House, Upper High Street;
historic buildings on Upper High
Street

A4 CHARACTER

The District Council's existing Local Plan Policy SP1 states that:

'All new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated'

(Sevenoaks District Core Strategy, Policy SP1)

The character of Conservation Areas and their sensitivities to change are set out in Conservation Area Appraisals prepared and adopted by the District Council. In addition, the District Council prepared and adopted a Residential Character Area Assessment in 2012. This identifies the locally distinctive character and provides design guidance for residential areas within Sevenoaks in order to assist the Council in making decisions about the appropriateness of development proposals. The Character Area Assessment identifies 15 residential character types and design guidance for each is provided.

Significantly, neither the Residential Character Area Assessment nor Conservation Area appraisals document the character of some parts of Sevenoaks town centre and other predominantly non-residential areas within the town. For these areas there is, therefore, no site-specific design guidance to inform new development.

The Neighbourhood Plan aims to ensure that all parts of the Neighbourhood Plan area are protected from insensitive development that would impact on the town's character.

The Neighbourhood Plan seeks to provide further detail on the character of the town centre. It sub-divides the centre into a series of character areas and provides high-level guidance on the uses and the form of development that would be appropriate in each of these areas. (Refer to Section A7 of the Town Portrait.)

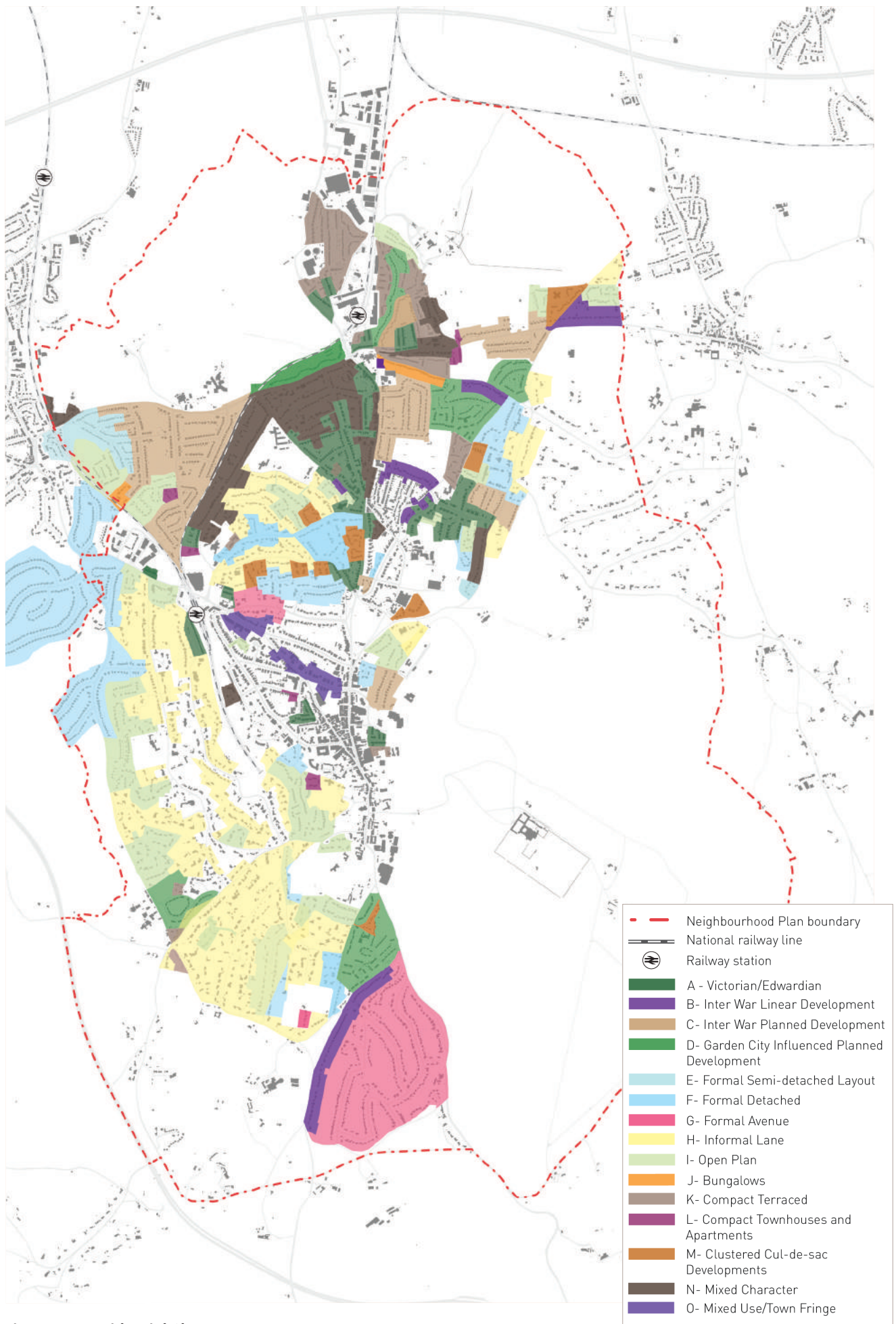


Figure A4: Residential Character Areas

A5 LANDSCAPE AND TOPOGRAPHY

OVERVIEW

Sevenoaks is surrounded by the Kent Downs Area of Outstanding Natural Beauty (AONB) and the town's relationship with the countryside is an important part of its character. The undulating nature of the topography, with the town centre located on elevated land, means that views to the surrounding Downs are experienced from numerous locations, enhancing the sense of connection with the landscape.

Knole Park abuts the town centre to the south-east and this 400 hectare deer park is a huge asset for the town.

To the north of the town the landscape has been exploited to extract sand and gravel and this provides a legacy of waterbodies and waterside habitats at the Sevenoaks Wildlife Reserve.

Both Knole Park and the Sevenoaks Wildlife Reserve are designated as Sites of Special Scientific Interest (SSSI).

Tarmac Ltd. is currently extracting sand at a further site at Greatness and when this extraction is completed in 2030 / 2032 this site will offer a significant future opportunity for the town.

Land around the town is designated as Green Belt and this has both protected the countryside setting from development and restricted opportunity for growth.

OPEN SPACES AND OTHER LANDSCAPE ASSETS

In addition to the Sevenoaks Wildlife Reserve and Knole Park there are several open spaces and parks including The Vine, Greatness Recreation Ground, Bradbourne Lakes and Hollybush Recreation Ground.

There are also approximately 240 allotment plots towards the north of the town accessed from Allotment Lane off Quaker's Hall Lane. There is also a smaller allotment site off Bradbourne Vale Road of around 32 plots.



CLOCKWISE FROM TOP RIGHT:
Bradbourne Lakes; Sevenoaks Wildlife Reserve; Greatness Recreation Ground





Figure A5: Protected landscape



Figure A6: Green Belt designation

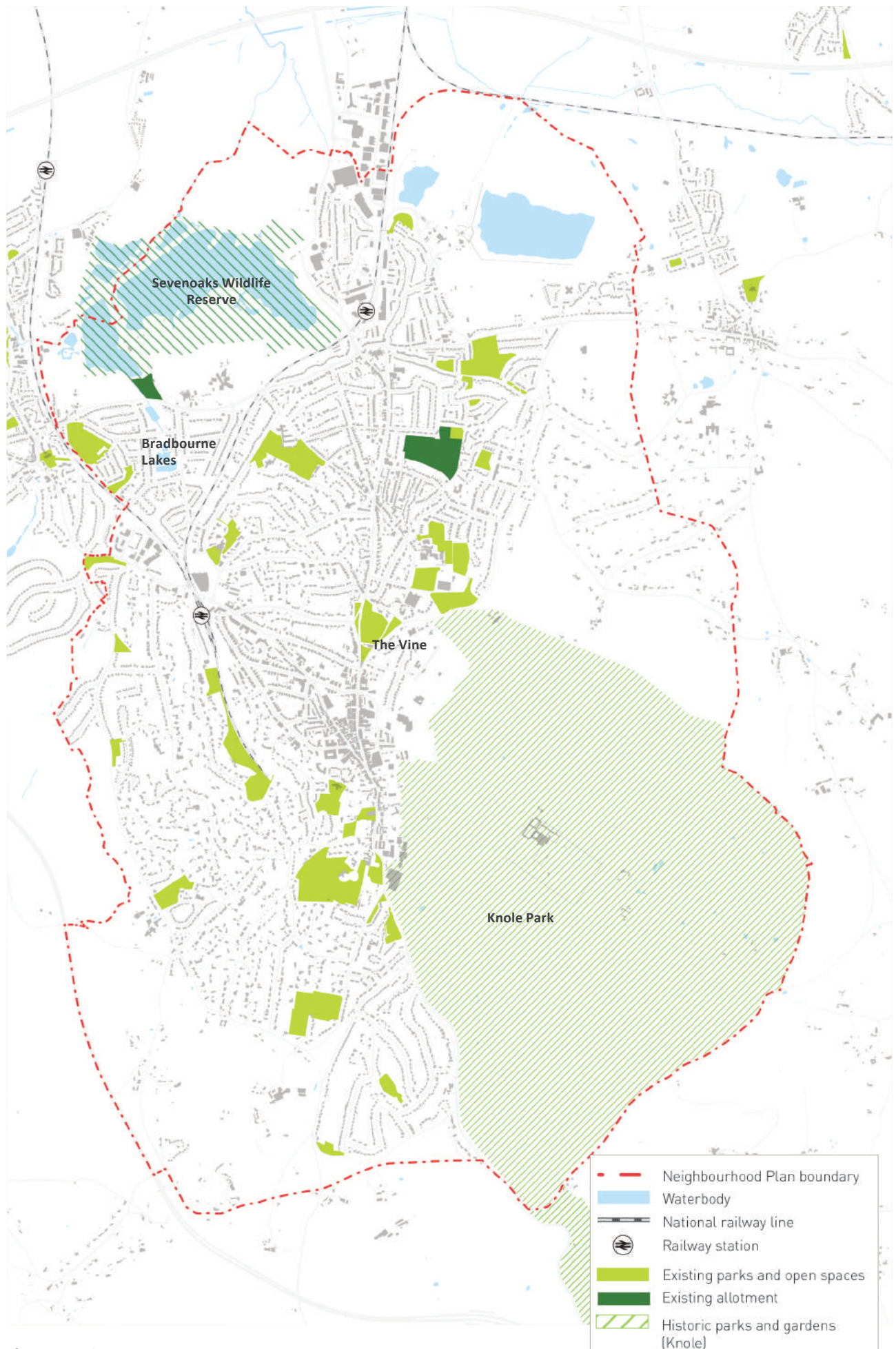


Figure A7: Open spaces

TREES

Trees are a particular feature of Sevenoaks. Sevenoaks is famed for its oaks but there are many other species and individual trees that are important to the character of the town. The Sevenoaks Society has been locating, recording and celebrating some of the most important trees under a project known as 'The Remarkable Trees of Sevenoaks'. Trees are identified as remarkable by virtue of their age, size, location, vulnerability and cultural or historical significance, ecological value or sheer beauty.

The involvement of the wider community, with suggestions of trees made by members of the public and schools, is an important part of the project.

The 'The Remarkable Trees of Sevenoaks' project categorises trees as:

- **Champion Trees** — trees that are remarkable nationally or locally because of their height or girth. Champion trees are validated and recorded by The Tree Register. There are 28 champions in Sevenoaks.
- **Heritage Trees** — trees that contribute to, or are connected with, the history and culture of Sevenoaks and are irreplaceable. They include commemorative trees and those associated with significant events or famous people. Trees may also be given heritage status for their rarity, architectural or landscape setting, aesthetic appearance or botanical interest. Some of Sevenoaks' heritage trees are of national importance.

- **Ancient Trees** — trees that are not just very old but that have passed beyond maturity and are old in comparison with other trees of the same species.

Some trees, therefore, will be very old for their type, but youngsters in comparison with other trees. A 100-year old willow or birch is ancient for its species, but a beech of that age is barely out of its nursery and, if coppiced, could expect to live for another 900 years or so.

- **Unusual Trees** — trees that are just fun to look at, such as the "dancing" hornbeam and stag's head hawthorn in Knole Park, and which therefore, contribute to the town's identity and character.

The project also recognises and remembers trees that have been lost either at the hands of man through neglect or development, or through natural events such as pests, disease or storms.

Many, but not all of The Remarkable Trees, are protected by Tree Preservation Orders (TPOs). Beyond the built-up parts of Sevenoaks there are numerous areas of Ancient Woodland, (i.e. woodland that has existed continuously since 1600 or before) notably within Knole Park.

Paragraph 175 (part c) of the National Planning Policy Framework (NPPF) (February 2019) states that: *'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists'*.



Trees at The Vine

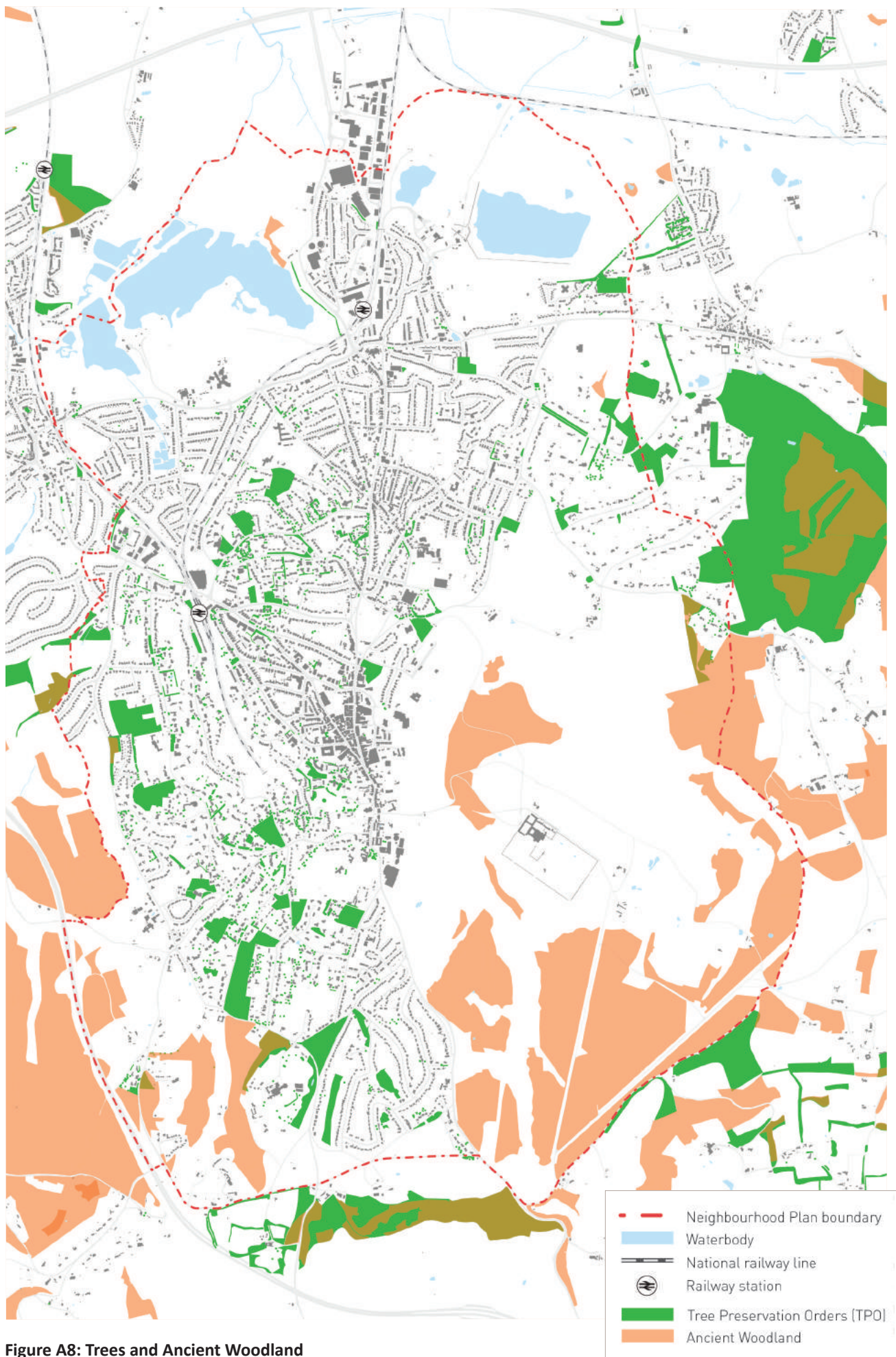


Figure A8: Trees and Ancient Woodland

A6 TRANSPORT AND MOVEMENT

Sevenoaks is well connected to the strategic road network and benefits from frequent rail services to London, Kent and Sussex.

ROAD NETWORK

The town is connected to the M25 and M26 by the A21 (the Sevenoaks Bypass) that runs in a north to south direction to the west of the town, and the A25 which runs in an east to west direction in the northern part of the town. The A225 is the main route running through Sevenoaks in a north to south direction and passes through the town centre as the High Street.

The town experiences traffic congestion in the peak hours with heavy congestion on all three of the main approach routes into the town centre, including London Road, Dartford Road to the north and Tonbridge Road to the south. This congestion is formed by commuters coming to work in the town and parents dropping off children to the various schools in the town. Congestion is further exacerbated by residents and longer-range commuters driving into Sevenoaks from the surrounding areas to use the regular train services into London.

Traffic passing through the town centre uses the historic streets and this undermines the environmental quality, particularly on London Road and High Street.

The Sevenoaks District Strategy for Transport (SDST) sets out ambitions to reduce the traffic pressures on routes in the district.

The SDST states that the district will achieve this by providing and investing in alternative modes of transport to encourage and attract people out of their cars for journeys made at peak times of the day. In parallel, the SDST also sets out to create more capacity within the existing road network through better management of the existing road space using new technology.

There is also potential to re-route lorries so that they are encouraged to use the strategic road network rather than passing through the town. This could be achieved through changes in existing signage.

Future improvements that will benefit users of the private car will only be progressed if they are considered the most effective means of achieving the strategy's objectives, in particular reducing the harmful environmental effects of traffic on air quality.



FROM TOP:
Poor streetscape outside Sevenoaks station; London Road; narrow footways on Upper High Street

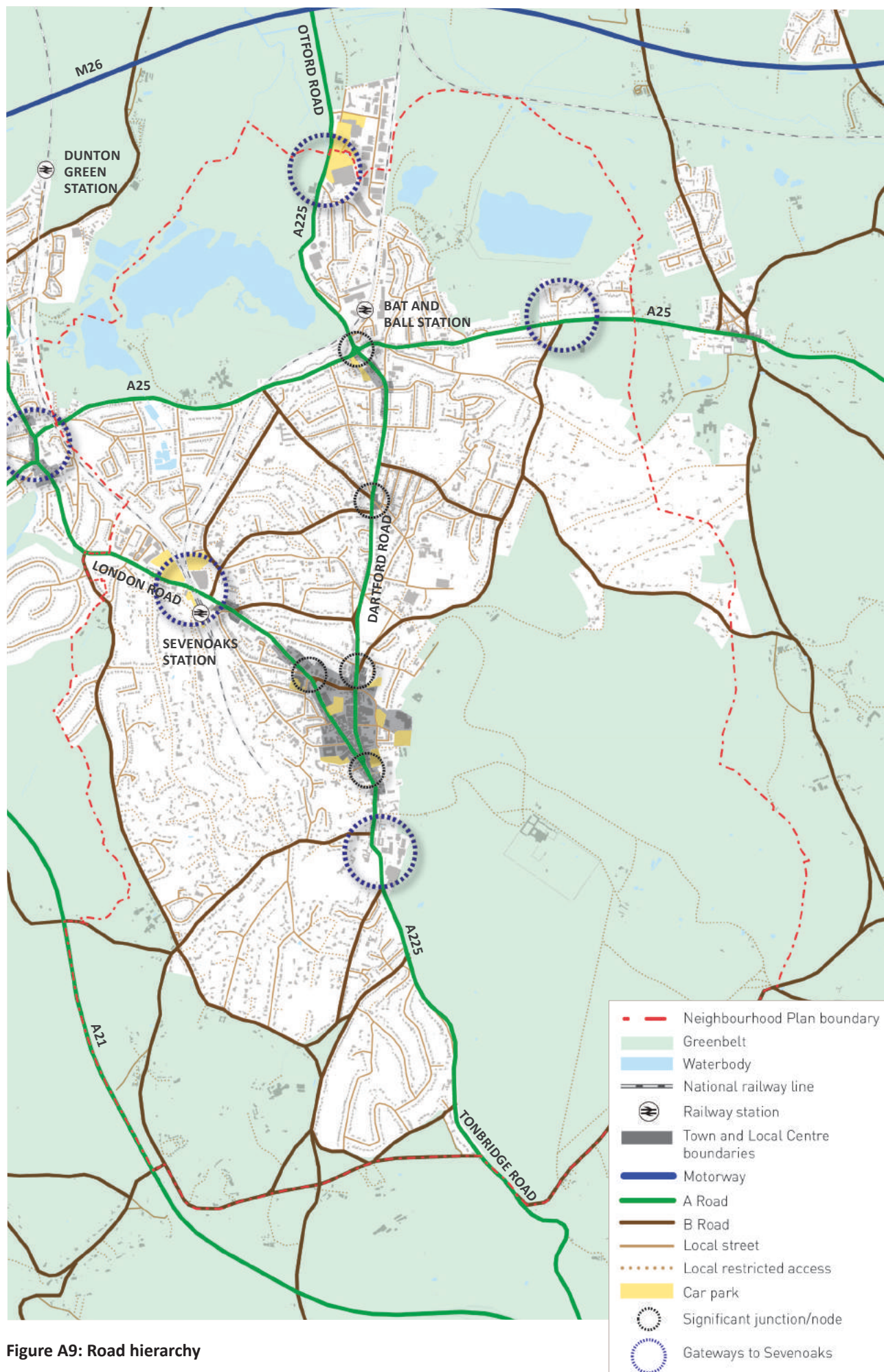


Figure A9: Road hierarchy

PUBLIC TRANSPORT

Rail

The town is served by two railway lines. The principal station is on the Southeastern line and provides northbound services to London Charing Cross, Cannon Street, London Bridge and Waterloo East; and southbound to Ashford International, Ramsgate via Dover Priory or Tunbridge Wells and Hastings.

Bat and Ball station is located on a branch line and provides services to London Blackfriars, St Pancras and London Victoria via Otford and Swanley. Whilst the Sevenoaks station building is in fairly good condition the quality of the environment and arrival experience at the station is poor. The station building at Bat and Ball has recently been sympathetically refurbished.

There is little scope to expand capacity of the direct services between Sevenoaks station and Charing Cross / London Bridge. The regular and fast service on this line is attractive to commuters and residents, but in the peak it is often operating at or above capacity. There is scope for additional capacity via Otford, with a planned service along the Darenth Valley line fast to Swanley and London Bridge. This would make Bat and Ball station accessible to London Bridge within 44 minutes. Delivery of this service is important to support additional homes on the north side of Sevenoaks. Both stations are also important for access to a good range of schools.

Bus

The Local Plan Authority Monitoring Report 2016/7 states that Sevenoaks is served by 26 buses (including school buses) with varying frequency. These are focused on the main vehicular routes, the A25 and A225, and provide services to Sevenoaks town centre, Seal and Riverhead and more regional links to locations such as Bromley, Tunbridge Wells and Gravesend. Most services are low frequency.

In 2015, a new figure of eight bus route (No. 8) was introduced providing an hourly service from Monday to Saturday. This is funded through developer contributions (£106) but it is hoped that it will be used sufficiently to make it financially viable for future years. A vintage bus route (No. 7) also runs in the summer months.

Bus services in the town are limited by poor co-ordination, a lack of service information and an unattractive environment around the bus station.

Sevenoaks bus station is located within the town centre at Buckhurst Lane and many bus routes either stop or terminate at this location. Buckhurst Lane is a side street off High Street and also an important pedestrian connection between High Street and Sevenoaks Library and the leisure centre. The quality of environment at the bus station is unattractive, cluttered by street furniture and signage and at peak times overcrowded, making passage towards the leisure facilities uninviting.



FROM TOP:
Sevenoaks station on London Road; bus station on Buckhurst Lane

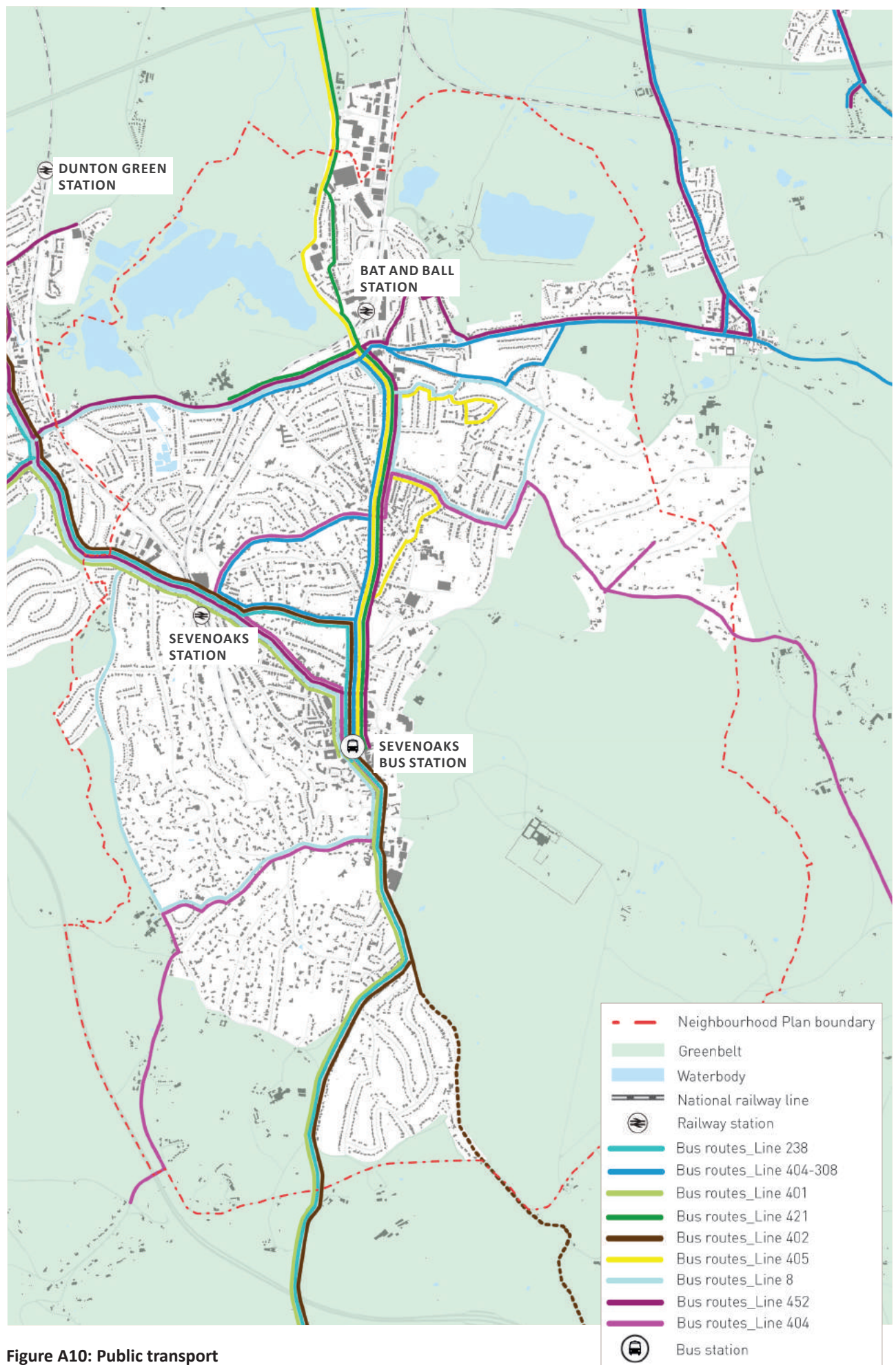


Figure A10: Public transport

PEDESTRIAN MOVEMENT

There is a wide network of walking routes and public rights of way that link Sevenoaks to the countryside that surrounds it. Routes include the long distance Darent Valley Path that extends from Sevenoaks northwards to Dartford, and the Greensand Way that extends from Haslemere in the west to Hamstreet on the edge of Romney Marsh to the east, and which passes through Knole Park.

Further rights of way criss-cross through Knole Park to the south-east of the town and Mill Bank Wood to the west. There are fewer rights of way to the north of the town and some of these, notably the public footpath crossing the quarry at Greatness, are less attractive as they pass through the quarry site.

However, walking in the town can be challenging as a result of topography and areas with narrow or absent pavements. Areas where there are accessibility problems should be identified and addressed — especially where poor quality routes connect to schools or other important destinations.

The historic centre provides a permeable network of pedestrian routes and includes numerous alleyways. However, the condition of these, and the lack of over looking to provide passive surveillance, makes many of them unattractive to use.

Transport infrastructure impacts on the quality of the pedestrian experience in the town. Some road junctions are intimidating for pedestrians to use and provide sub-standard crossing facilities, and there are limited opportunities to cross the rail lines that extend north to south through the town, resulting in extended walking journeys.

Particular challenges for pedestrians occur at:

- The junction of Pembroke Road and London Road;
- Outside Sevenoaks station;
- To the north of Sevenoaks station where access under the elevated rail line has been blocked.
- Bat and Ball junction to the north of the town; and
- North of Bat and Ball station where there is only a simple pedestrian bridge over the rail line at the western end of Watercress Drive.

Of particular importance is the provision of safe and convenient routes to walk to school and many children currently have to use these junctions along their way. It will be important to address this issue if progress is to be made in increasing the number of children that walk to school.

The town centre walking experience is also impacted by the quality of the streetscape, the footway surfacing, the street furniture and signage — collectively the public realm. Footways are often narrow and cluttered, town centre roads are hard to cross and the surfacing is, in places, tired and dated.



FROM TOP:
Poor street environment at Sevenoaks station; access under the rail line blocked for pedestrians to the north of the station

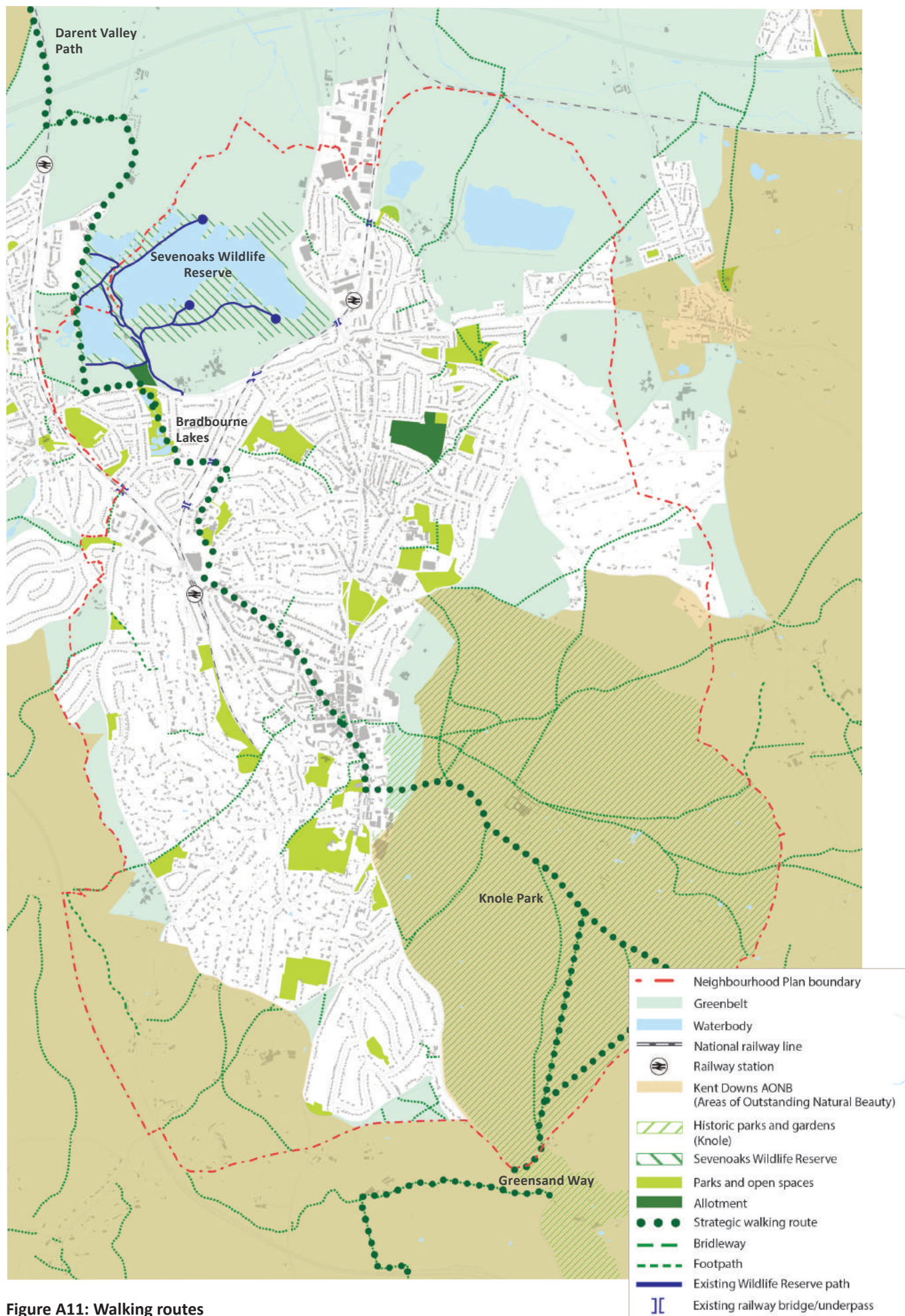


Figure A11: Walking routes

CYCLE PROVISION

There is very little provision for cyclists within Sevenoaks either in terms of dedicated routes or cycle parking. Topography is a deterrent for cycling but with the nationwide resurgence in the popularity of cycling in recent years it can still be a valuable and attractive mode of transport in the town.

Sevenoaks District Council and Kent County Council, supported by Sevenoaks Town Council, prepared the Sevenoaks District Cycling Strategy in 2012, which advocates new cycle routes, safer cycling, cycle parking and promotion.

This includes both urban routes within the town and leisure routes extending into the wider countryside including along part of the Darent Valley Path. Further opportunity for leisure routes was identified in the Northern Sevenoaks Masterplan, including a cycle route connecting Bat and Ball and Dunton Green across the Darent Valley, and is promoted within the Neighbourhood Plan.

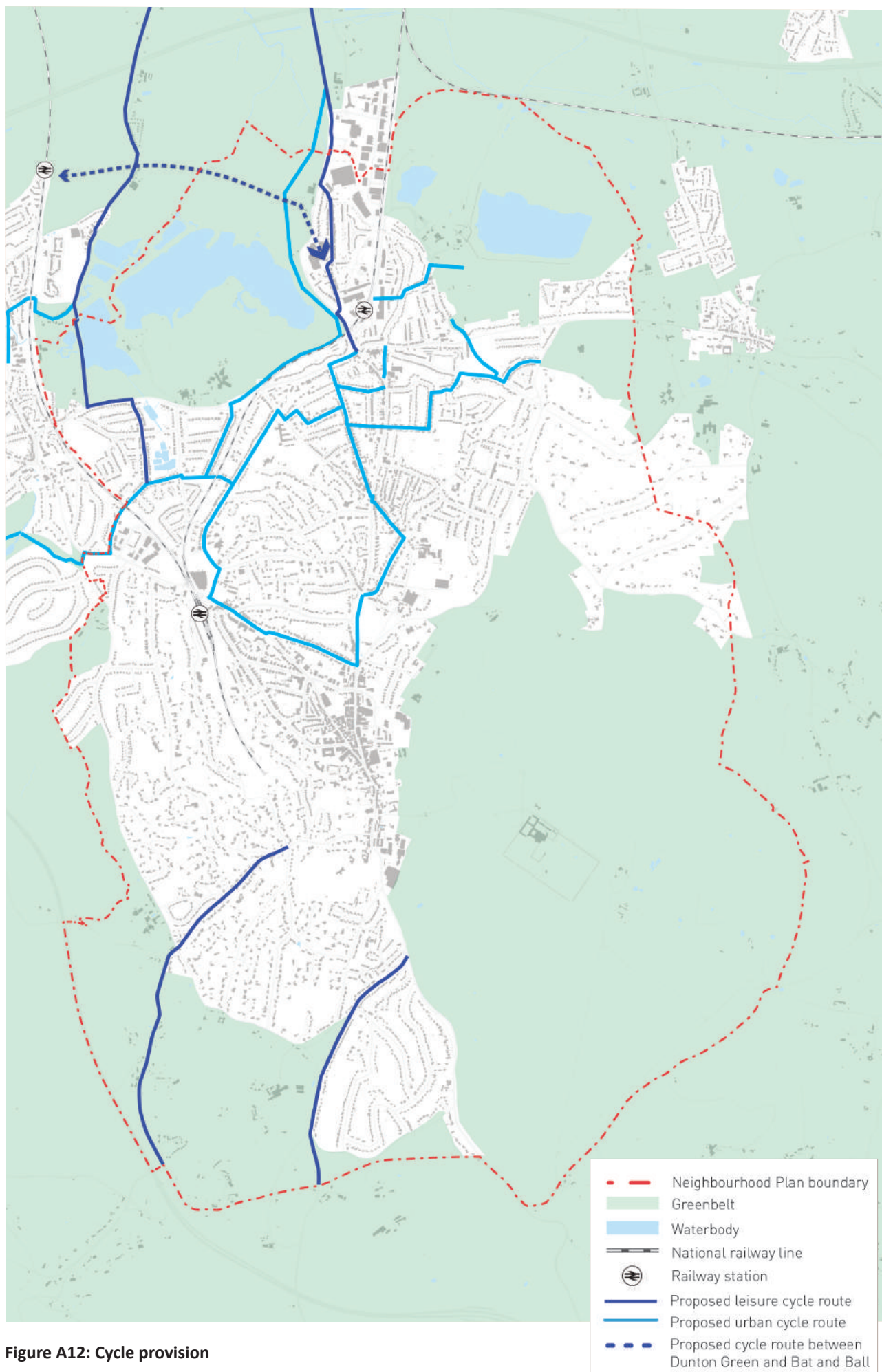


Figure A12: Cycle provision

A7 THE TOWN CENTRE

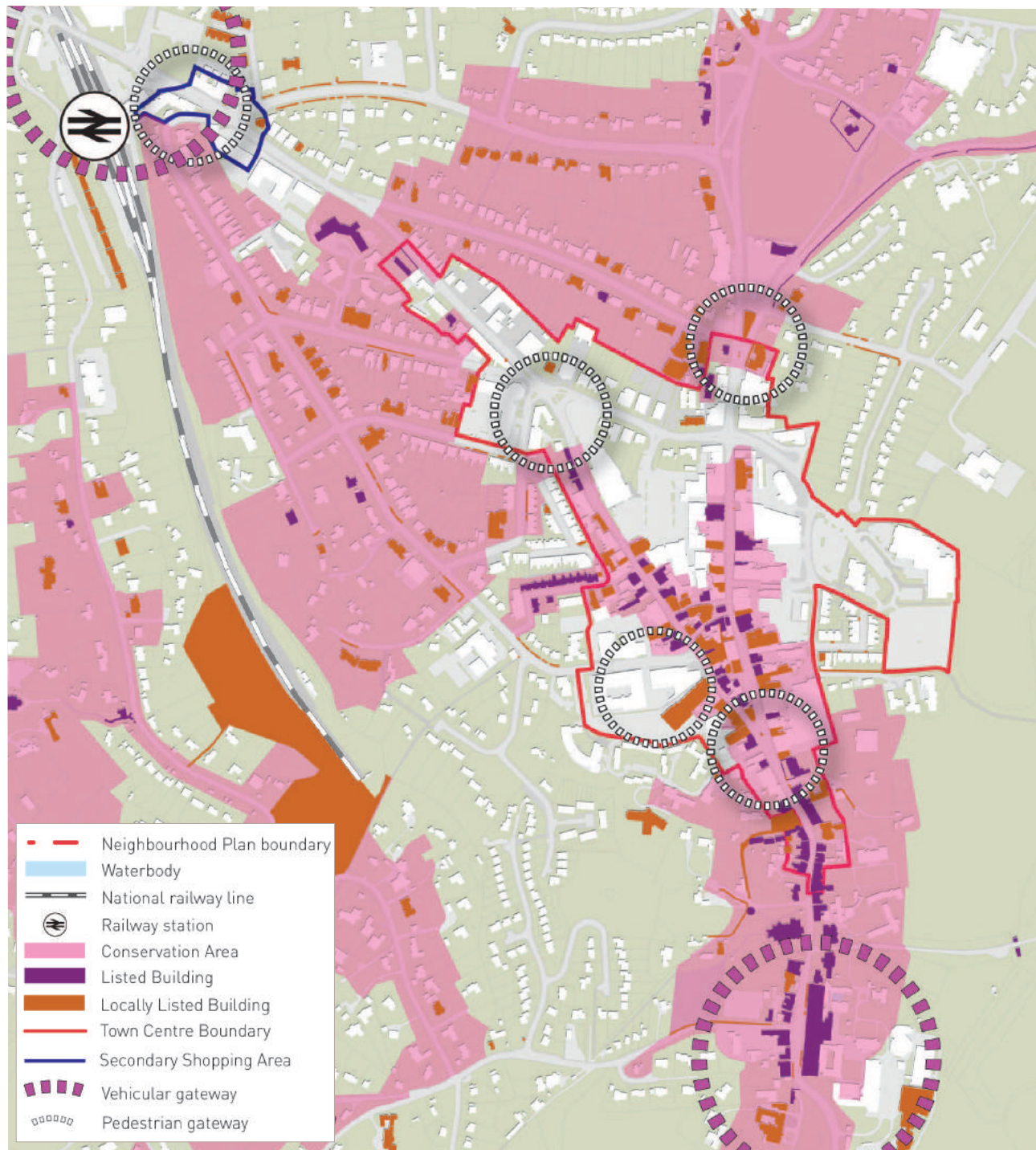


Figure A13: Town centre boundary and heritage designations

The town centre is the focal point for most of Sevenoaks' shops, leisure and commercial uses but it is not uniform in character. Much of the built fabric is historic but different parts of the centre are influenced by the activities and uses that take place within them. This is reflected in the scale and massing of buildings, the way buildings animate the streets, the streets and spaces themselves and the layout of development. Some parts of the centre are more attractive than others and in some areas there is opportunity for change and enhancement.

A significant part of the town centre is within the High Street Conservation Areas and a small portion is in The Vine and in the Granville and Eardley Road Conservation Areas. A more detailed description of these areas is provided within Conservation Area Appraisals prepared by the District Council.

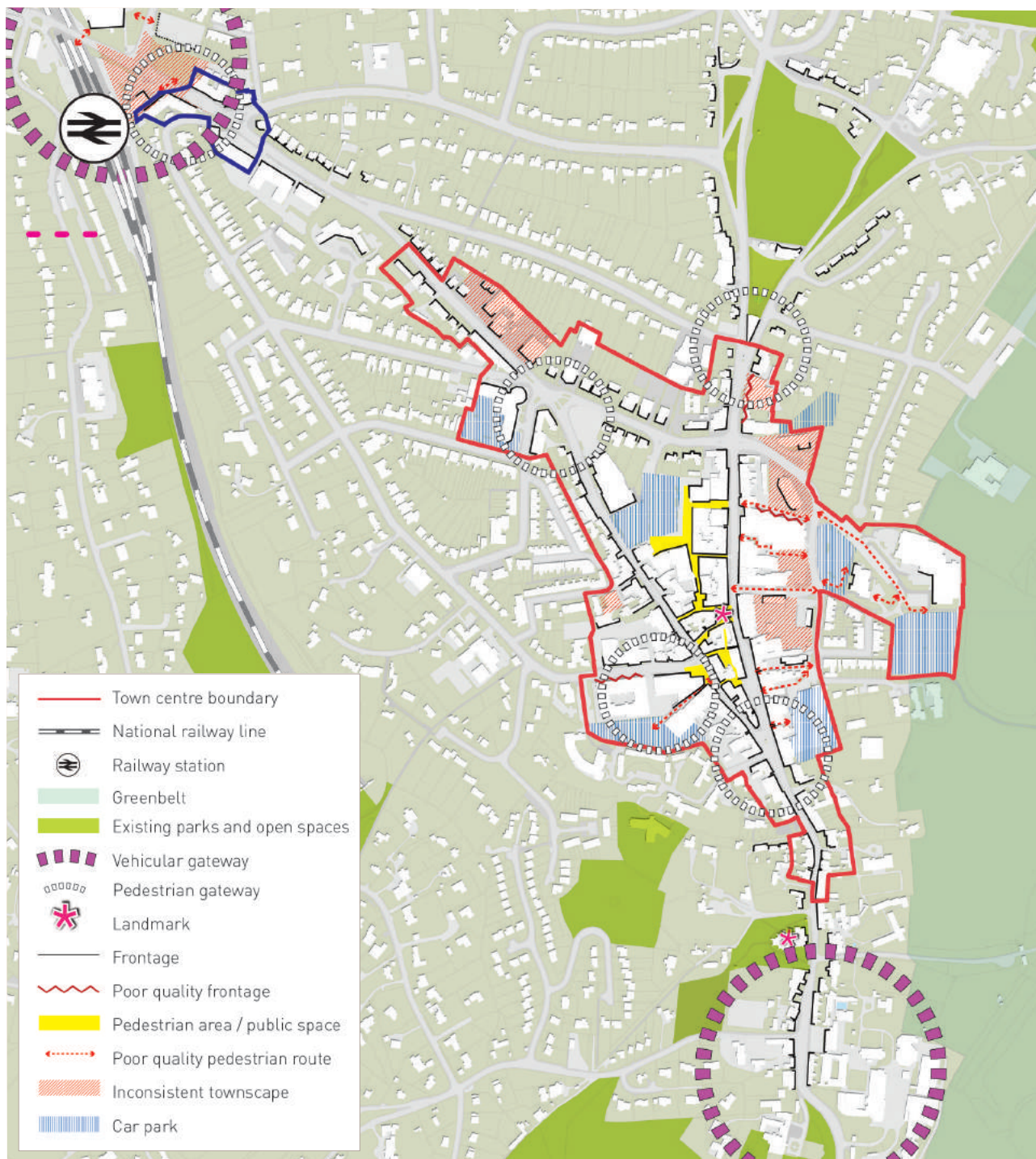


Figure A14: Town centre analysis diagram

An analysis of the town centre is provided in Figure A14 above.

The town centre has been sub-divided into eight character areas and these are described on the pages that follow.



CLOCKWISE FROM TOP LEFT:
Approach to town centre on
London Road; poor streetscape
outside Sevenoaks station; new
development at the station; narrow
footways on London Road

CHARACTER AREA ONE: LONDON ROAD / STATION APPROACH

The London Road / Station Approach character area is a predominantly linear area that follows the London Road corridor between the town centre and Sevenoaks station. It is a mixed-use area that includes large office buildings (including those for the District Council, West Kent Housing Association and Sevenoaks Police), together with car showrooms, local shops and residential uses (both flats and houses). The area is changing and is home to much of the town's newer development, which is of a much greater scale and massing, and is focused around the station.

London Road is a busy road and the quality of the streetscape and pedestrian environment is poor, with an inconsistent approach to both the building styles and form and to the surfacing, street furniture and materials. The cluttered and intimidating environment outside the station and at the London Road / Pembroke Road junction are particularly unattractive and, unlike most parts of the town, this character area lacks trees.

There is opportunity for change in this character area to create a more attractive point of arrival into both the town, outside the station, and to the town centre, on the approach up hill on London Road.

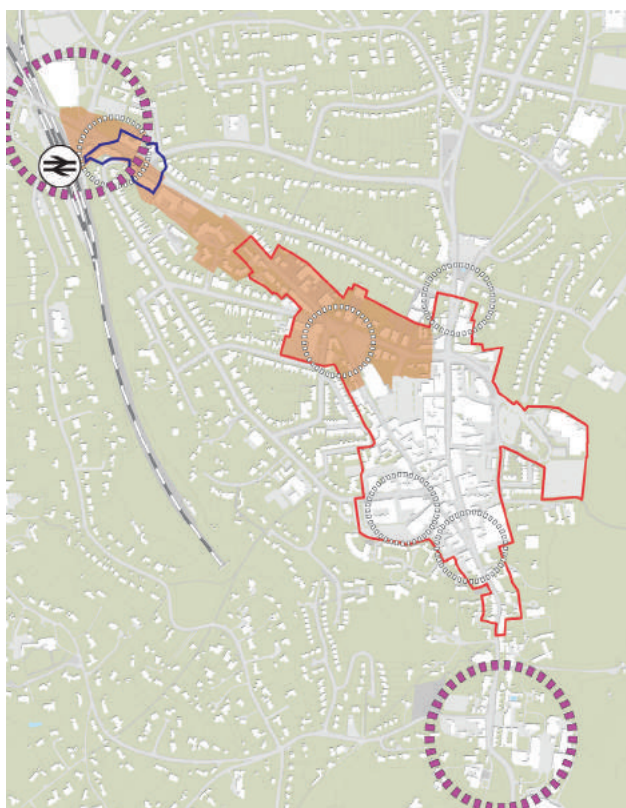


Figure A15: London Road / Station Approach character area



CLOCKWISE FROM TOP LEFT:
Offices on South Park; BT Exchange
on South Park; poor quality
streetscape; Post Office on London
Road / South Park junction

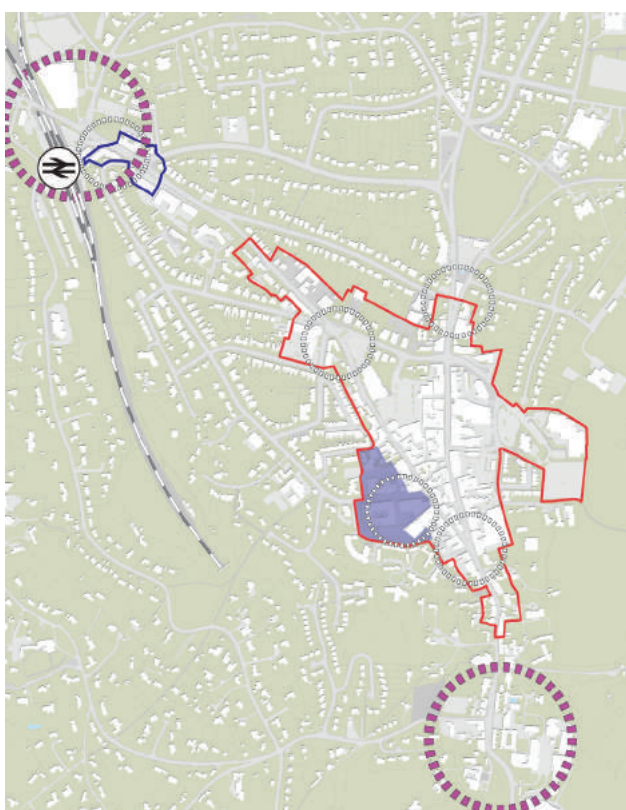


Figure A16: South Park character area

CHARACTER AREA TWO: SOUTH PARK

The South Park character area is located on the south-western edge of the town centre and is focused around the meeting point of South Park and London Road. It is a small, but distinctive, area characterised by post-war commercial buildings. The scale and massing of these structures is notably different from the traditional fine grain townscape that characterises most of the town centre. Buildings are taller (three to four storeys), with much larger floor plates, and provide a poor interface with the street. The streetscape here lacks animation and is in a poor state of repair.

The area is important as it is at the highest point in the town and is visible from the North Downs. It is also located at the western entry point to the town centre.

Part of the area, including the Post Office and BT Exchange building, are designated as a mixed-use development site in the District Council Local Plan. Redevelopment could transform this area and enhance the approach into the town centre, provided that it responds sensitively to the setting.



CLOCKWISE FROM TOP LEFT:
High Street / London Road junction
at southern end of town centre;
High Street; narrow footways on
High Street; attractive historic
buildings

CHARACTER AREA THREE: LONDON ROAD AND HIGH STREET

The London Road and High Street character area is located within the Sevenoaks High Street Conservation Area. Development follows a traditional high street pattern with a fine grain of continuous frontages and active uses at ground floor. Buildings are two or three storeys and their design is varied, reflecting the local vernacular and the period in which they are built — most are historic and many are listed.

The London Road and High Street character area is the focal point for the town's retail and leisure uses and is also home to The Stag Theatre and to the charter market. Buildings on High Street are typically larger and are home to national and some independent retailers; London Road has a higher concentration of independent shops and businesses. For further detail on the built character, refer to the Conservation Area Appraisal.

Both High Street and London Road form important connections through the town and carry a significant volume of traffic. Pavements are narrow and, in places, cluttered with signage and traders' merchandise. Crossing the road can be a challenge for pedestrians. This undermines the quality of the visitor experience.

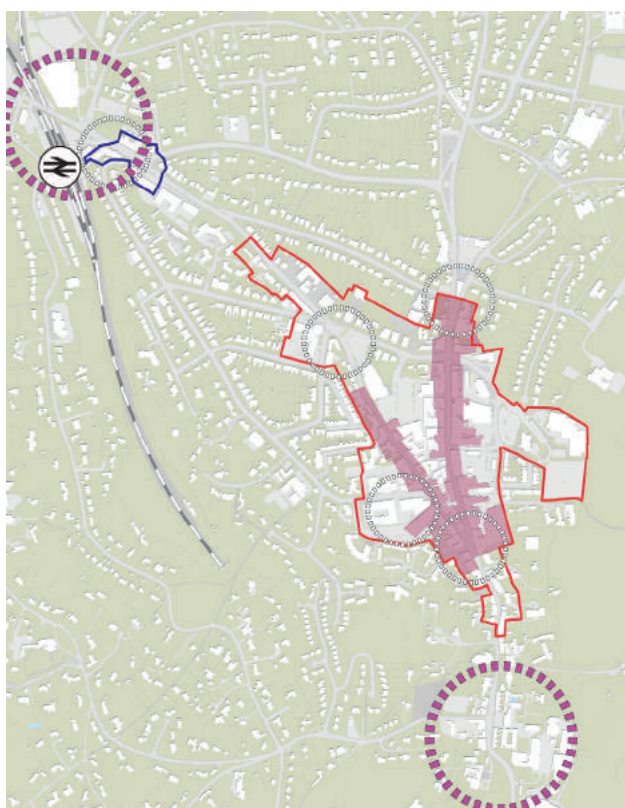


Figure A17: London Road and High Street character area



CLOCKWISE FROM TOP LEFT:
New shops at Bligh's Meadow;
Marks & Spencer store; traditional
style shops; pedestrian lane off
Bligh's Meadow

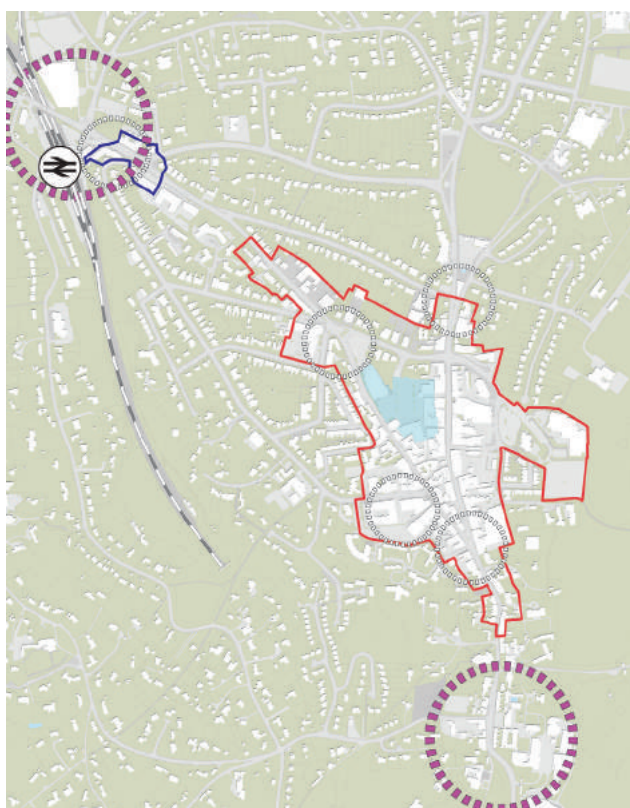


Figure A18: Bligh's Meadow character area

CHARACTER AREA FOUR: BLIGH'S MEADOW

Bligh's Meadow is a modern shopping development located between London Road and High Street in the northern part of the town centre. It is mainly occupied by national retailers and chain restaurants. The development fronts on to a surface level car park located towards, and interfacing with, London Road. This creates a large area of blank frontage along the street edge.

The High Street side of the development takes a more contextual approach to the historic environment of the town centre and makes connection through a network of pedestrian lanes — mirroring the traditional pattern of the town.

The quality of the public realm in Bligh's Meadow is high and it is a pleasant location for pedestrians to wander around the shops.



CLOCKWISE FROM TOP LEFT:
Narrow alley; small square; outdoor seating on Dorset Street, historic lane off Dorset Street; picturesque lane through the area

CHARACTER AREA FIVE: THE SHAMBLES

The Shambles character area is located to the south of Bligh's Meadow and between London Road and High Street. The Sevenoaks High Street Conservation Area Appraisal describes The Shambles as an:

'...important area within the commercial part of the town and includes picturesque streets and paths with some interesting details and the type of specialist retail outlets, arts and craft shops, galleries and restaurants that encourage shoppers to linger.'

The area is historic, and is composed mainly of two storey buildings, that front on to, and enclose, a series of pedestrian streets, lanes and small squares. These include the Old Market House. The area provides a tranquil environment away from the main streets and an opportunity to sit outside. The pedestrian environment is generally good but in need of more active management, to address and co-ordinate street furniture and refresh older paving.

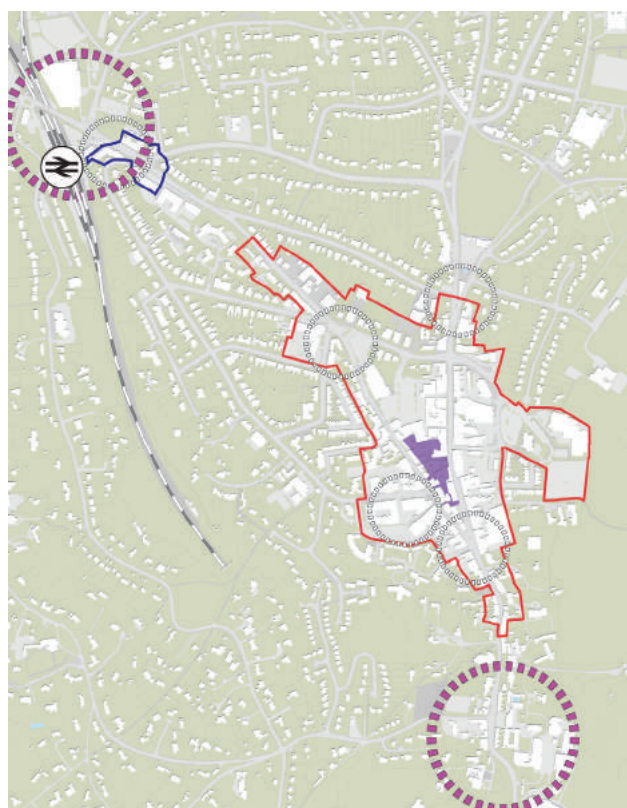


Figure A19: The Shambles character area



CLOCKWISE FROM TOP LEFT:
Upper High Street garden; historic property on the High Street; St Nicholas Church; Sevenoaks Place almshouses



Figure A20: Upper High Street character area

CHARACTER AREA SIX: UPPER HIGH STREET

The Upper High Street character area provides an attractive approach into the town from the south and includes the Royal Oak Hotel, Sevenoaks School and St Nicholas Church, one of the town's most important landmarks. Knole House is accessed from the area and this causes local congestion.

Upper High Street is part of the Sevenoaks High Street Conservation Area and the Conservation Area Appraisal identifies the area as having a more 'cohesive feel', it being less varied in style than the areas further to the north. The street frontages are, in places, broken up with small open spaces, including the churchyard of St Nicholas, and there are more detached buildings, including the Old Vicarage. High Street widens out in this area and it is believed that the original Sevenoaks market took place within this space.

The High Street Conservation Area Appraisal states that there are three distinctive styles of buildings in this area repeated at intervals: the red brick buildings with white painted cornices such as the Red House, Chantry House and the Old House; solid and imposing ragstone buildings such as the School, the Royal Oak and Manor House; and smaller timber-framed buildings, now generally residential or offices.

The priority for this character area is to preserve its special qualities and reduce traffic impact.



CLOCKWISE FROM TOP LEFT:
Poorly maintained lane leading to the
Buckhurst Lane car park; bus station on
Buckhurst Lane; Buckhurst Lane car park —
site of the town's general market

CHARACTER AREA SEVEN: SUFFOLK WAY / HIGH STREET BACKLANDS

The Suffolk Way / High Street Backlands character area is a fragmented and unattractive part of town, located between the High Street and Buckhurst Avenue. It is largely composed of a series of service yards, car parks and vacant plots. One of these car parks is used for the town's general market every Wednesday. The town's bus station is located within the area on Buckhurst Lane. This street is narrow and can feel intimidating when filled with buses. The bus station building itself is dated and suffers from a lack of investment.

One of the key characteristics of this area is the presence of small secondary routes that connect through the Suffolk Way / Backlands area to the High Street. These links are an essential part of the town's pedestrian movement network, connecting the main retail area with the town centre car parks and civic buildings on the other side of Buckhurst Avenue. Most of these routes are, however, unattractive to use, with no active frontages, poor surfacing and lack of lighting.

This area feels unloved and neglected and the potential for development to enhance the area should be explored.

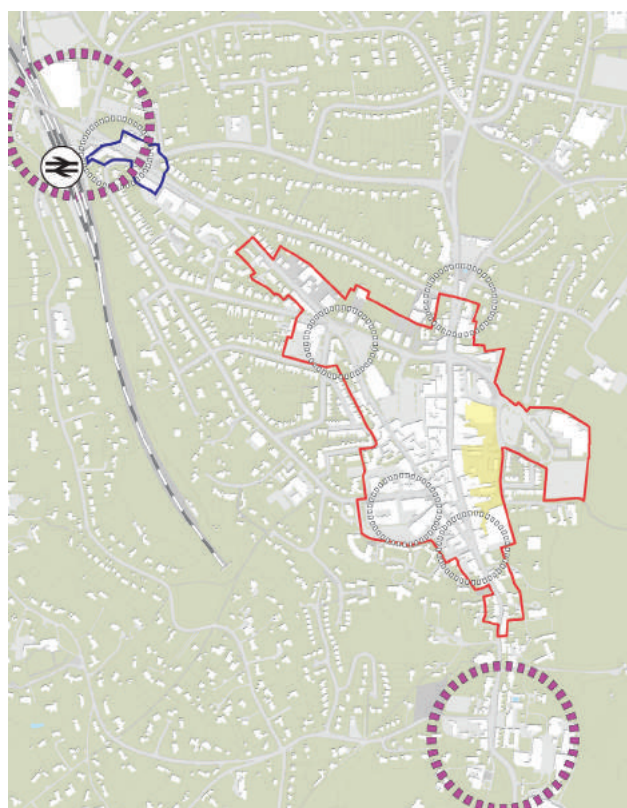


Figure A21: Suffolk Way / High Street Backlands
character area



CLOCKWISE FROM TOP LEFT:
Sevenoaks Kaleidoscope (the town's library and museum); walking route across the car park leads to the former Tesco Metro service yard; car parking obstructs the pedestrian 'desire line' to Kaleidoscope



Figure A22: Cultural Quarter character area

CHARACTER AREA EIGHT: **CULTURAL QUARTER**

The Cultural Quarter character area is located to the eastern edge of the town centre. It includes the town's leisure centre, library and museum as well as a number of office buildings. The civic and commercial functions are located within large, stand-alone buildings set within extensive areas of car parking, and the area lacks a coherent structure.

The Cultural Quarter is hidden from the town centre and way-finding and connections between the two are poor. Furthermore, routes across car parks to building entrances are confusing and difficult to navigate.

A new multi-storey car park has recently been constructed to the south of the leisure centre together with an amphitheatre in Knole Environmental Park. These will bring more people into the area.

A8 ECONOMY

There are approximately 18,500 people living in the Neighbourhood Plan area. The population grew by 4% from 2011-2016 in line with national averages. Approximately 61% of the Sevenoaks Neighbourhood Plan area population is of working age. This is lower than that of the district, Kent County Council area and England as a whole reflecting the higher than average proportion of children within the population.

There are currently around 17,800 jobs in the Sevenoaks Neighbourhood Plan area, accounting for around a third of all jobs in Sevenoaks district. This represents 3,600 more people employed in the area than five years ago, and the area has experienced over double the level of growth seen across the rest of Kent and England.

However, whilst there has been a significant increase in the number of jobs the growth in the number of businesses is below national average. Despite fewer start-ups, business survival data suggests that Sevenoaks district is a strong place to start a business, with 46% of businesses that started up in 2011 still trading in 2016; a greater degree than that seen across the rest of Kent and England.

Within the Sevenoaks Neighbourhood Plan area a high proportion of jobs are in public administration, education and health (4,740 jobs), financial and professional services (3,065 jobs) and business support services (2,160 jobs), which include activities such as human resource provision, cleaning services and office administrative services.

The Neighbourhood Plan area is characterised by micro-sized businesses (up to nine employees), which represent 87% of the area's total business base. This proportion of micro businesses is large for the local economy, employing more than that seen across the rest of Sevenoaks district; however, it is smaller than the profile seen nationally. There are currently around 235 sole proprietor businesses in the Neighbourhood Plan area. This is low relative to Sevenoaks district and England.

Knole House also plays an important role in the local economy with up to 60 staff members and between 450 and 500 volunteers many of whom live within close proximity to the property. Knole also provides a valuable educational resource to pre-school children, schools and adult learners.

The office market in Sevenoaks has been performing strongly in recent years, with vacancy levels falling by two-thirds over the last six years and rental values increasing by 32%. Loss of office space through permitted development rights (conversion of office to residential) has placed pressure on employment floorspace in some areas. Demand for space in the future is likely to be driven by micro and small businesses, which dominate the local economy and have grown in size in recent years.

The Sevenoaks district has higher median resident earnings than wider Kent and England. The median resident earns £33,600 per annum, while the median Kent resident earns £30,000 and the median England resident earns £29,000. Levels of unemployment and deprivation are low in the district.

The town centre is the focal point for most of the town's shops, leisure and commercial uses. The town hosts a variety of national chain shops, restaurants and independent retailers and businesses. The town is also home to two markets: a charter market on the High Street every Saturday and a general market on the car park on Buckhurst Lane every Wednesday.

As well as the town centre, there are three neighbourhood centres within the Plan area at St John's, Hollybush Lane and Tubs Hill. These are home to a variety of local (predominantly independent) shops and businesses. There is also a small row of shops on Greatness Lane / Seal Road. Although this is not designated as a local centre by the District Council it is an important resource for local people and should be protected.

In addition to the town centre there are allocated employment sites (in the District Council's Local Plan) located:

- On London Road and close to Sevenoaks station;
- At Sevenoaks Enterprise Centre opposite Bat and Ball station; and
- At the Vestry Industrial Estate to the north of Bat and Ball station. The northern part of this estate is within Otford Parish.

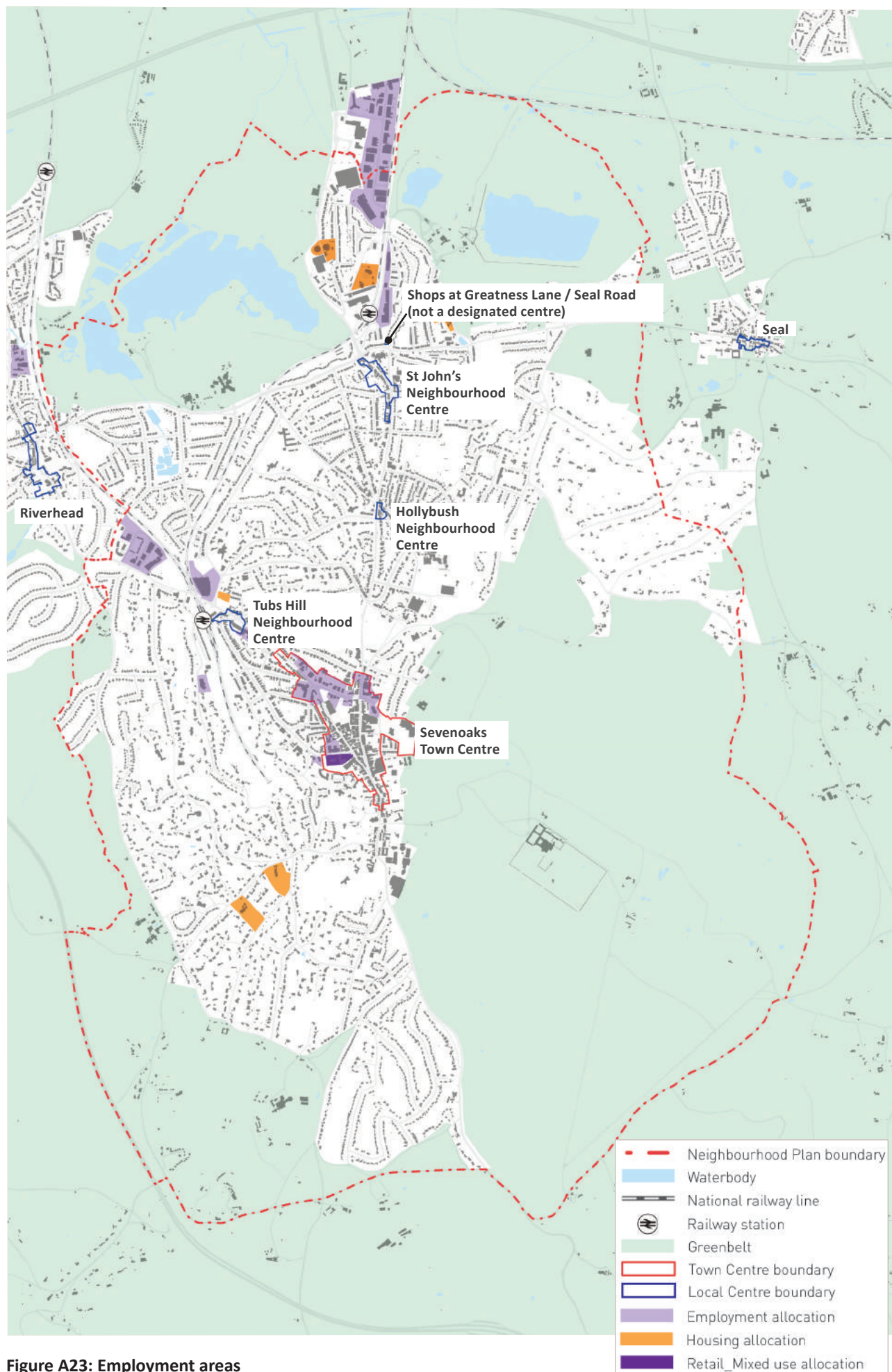


Figure A23: Employment areas

A9 COMMUNITY INFRASTRUCTURE

Sevenoaks is well served by community infrastructure and arts and cultural facilities.

Most of the town's cultural attractions are located in the town centre. These include The Stag Theatre, the library and museum and several small private galleries. Theatre space is also available in a number of the town's schools.

Primary and secondary schools are spread throughout the town. These include a mix of private and state schools. A survey carried out as part of early engagement on the Neighbourhood Plan identified that 86% of families responding live within two miles of their primary school. Secondary provision in the town has recently been boosted with the addition of two new secondary schools to the north of the town, on the site of the former Wildernes School on Seal Hollow Road.

Sevenoaks Hospital is located to the north of the town on Hospital Road, close to St John's neighbourhood centre and Bat and Ball station. Health centres and GP practices are spread relatively evenly across the Neighbourhood Plan area; however, there is no provision to the north of the A25.

The District Council's offices are located just outside the town centre on Argyle Road, off London Road, with the Town Council currently based at Bradbourne Vale Road in the northern part of the town.

The Town Council has recently delivered the Bat & Ball Centre, a new community centre to the west of Bat and Ball station. This includes a large event space, a small hall, meeting room, kitchen area, and public toilets. There is also a separate nursery on the site.

The new centre is directly accessible from the new access recently opened to the western platform of Bat and Ball station. This helps to satisfy the priority objective in the Sevenoaks District Transport Strategy to improve public transport interchange facilities.

The Town Council has also sympathetically restored the station building to provide a community café, public toilets, new hireable space, improved external lighting and new cycle parking provision. This proposal significantly improves the environment at the station and has led to an increase in passenger numbers and a reduction in crime.

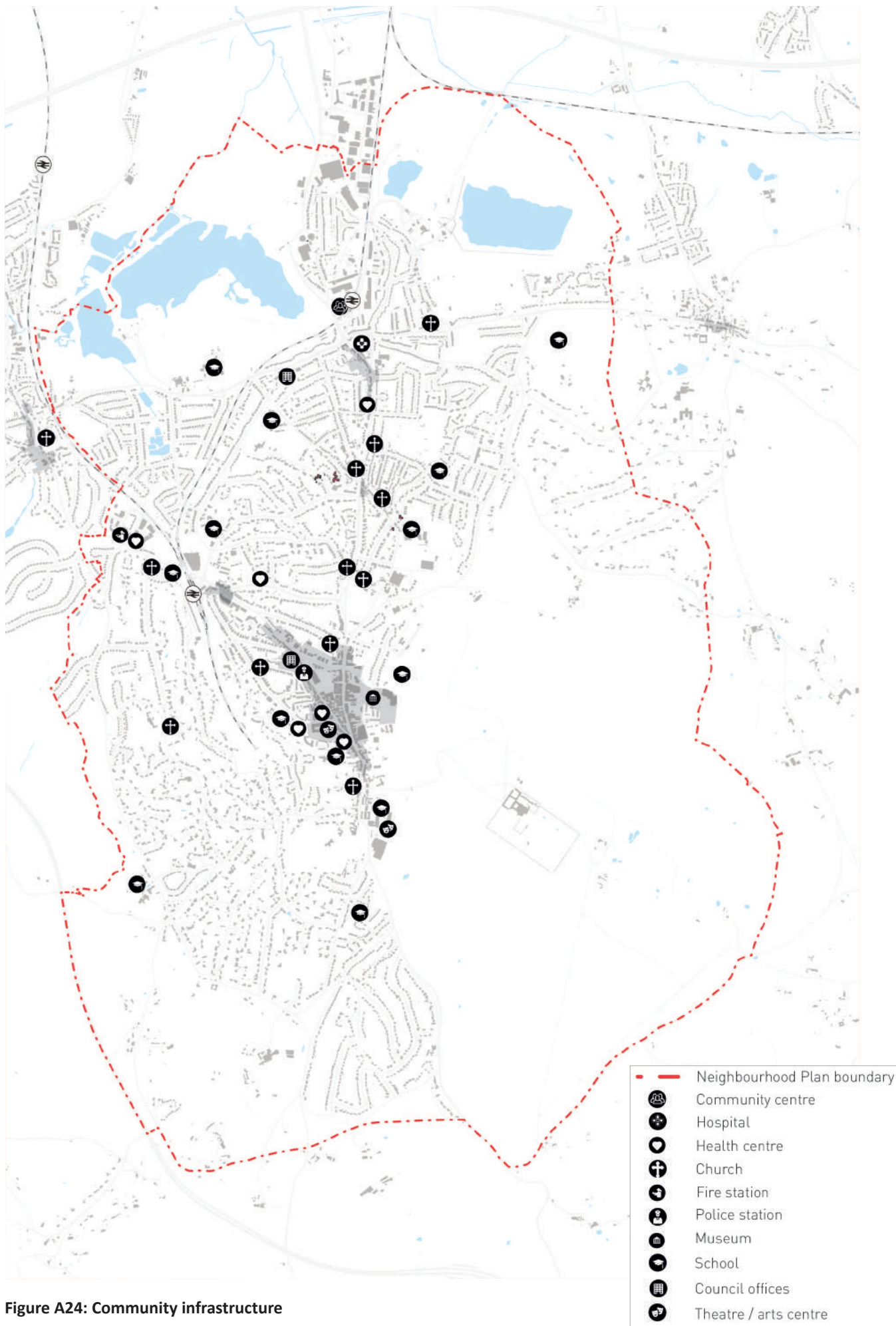


Figure A24: Community infrastructure

A10 SPORT AND RECREATION

Sevenoaks is well served by sport and recreational facilities. There are two significant sports 'clusters' in the town:

- A cluster to the north-east of the town centre around The Vine / Hollybush Recreation Ground / Knole Paddock and the leisure centre; and
- A cluster to the north of Seal Road including Greatness Recreation Ground and the Community Centre adjacent to Bat and Ball station.

The town centre cluster is the more significant of the two. It includes facilities and pitches for:

- Cricket;
- Rugby;
- Hockey;
- Tennis;
- Indoor sports including swimming, gymnastics and other activities at the leisure centre;
- Bowling; and
- Running / jogging.

Proposals for the ongoing maintenance and improvement of facilities across the town at The Vine, Knole Paddock, Hollybush Recreation Ground and the leisure centre have also been identified by the Sevenoaks Town Sports Strategy and are currently being rolled out.

The Greatness cluster is home to the Sevenoaks Town Football Club, a skatepark and an outdoor gym. The hall at the Community Centre at Bat and Ball was used to host fitness classes and the new Bat & Ball Centre will continue to do this. A new multi use games court delivered as part of the Bat & Ball Centre development will extend the offer. There are significant plans to improve facilities at Greatness as set out in the Sevenoaks Town Sports Strategy and in the Northern Sevenoaks Masterplan.

These include:

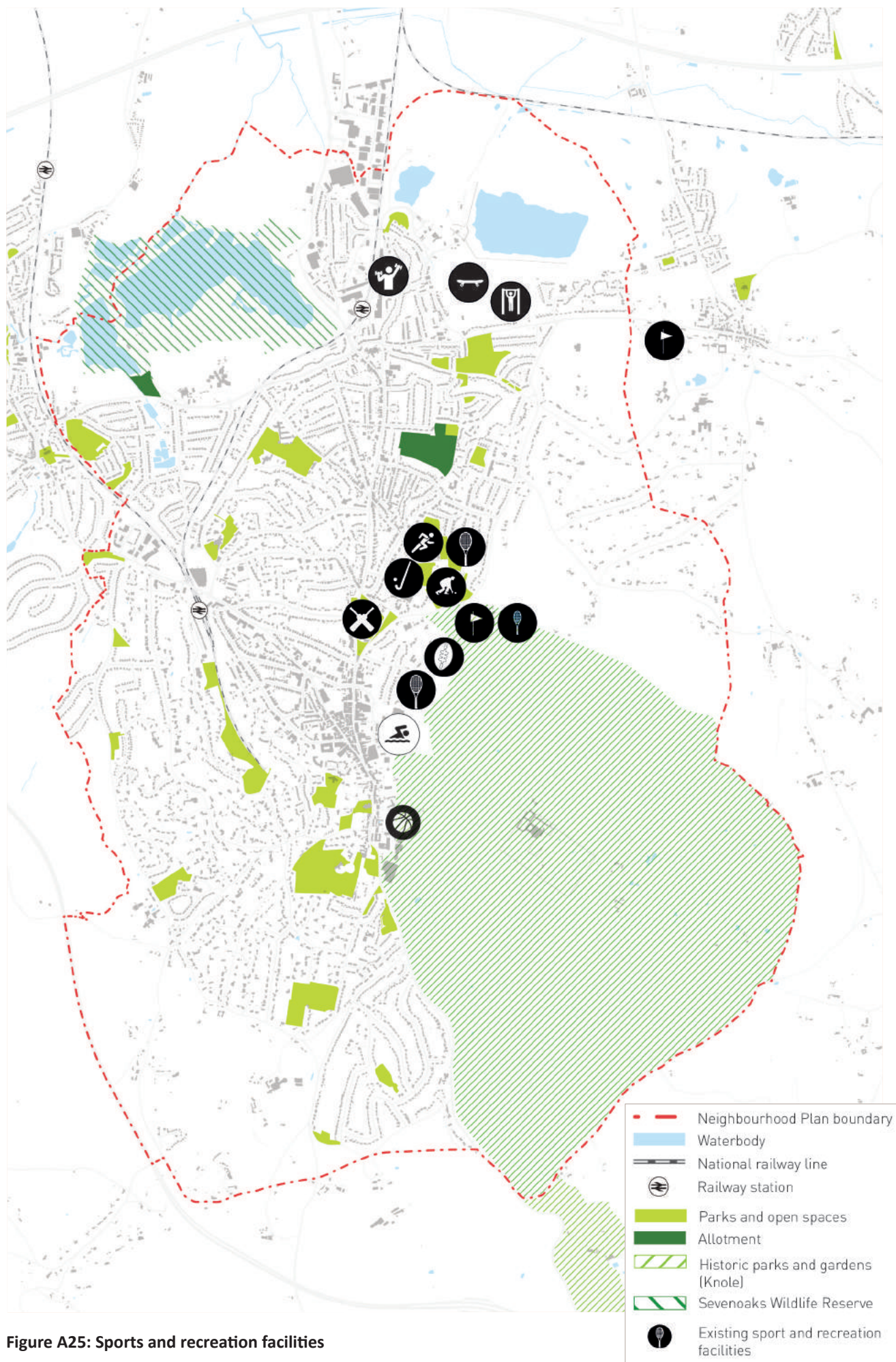
- The provision of a 3G pitch at Greatness (this was completed in 2017);
- The potential construction of a new sports pavilion / community building including a café and public toilets at Greatness; and
- The potential opening up of the Tarmac Ltd. site to the north of Greatness Recreation Ground to create a significant new area of publicly accessible open space and a water sports lake.

Throughout the town there are several smaller venues such as school halls that are currently available for public hire.

The town is well connected to the surrounding countryside by a network of public rights of way and strategic walking routes. The most significant of these are the Darent Valley Path that follows the Darent River northwards from the town and the Greensand Way which passes through Knole Park to the south.

Further recreational walking routes can be found within the Sevenoaks Wildlife Reserve. The Reserve is a significant recreational resource for the town. However, it is currently hidden from view and only has paths around part of its perimeter. There is significant potential to improve this situation. Further details of proposals are included in the Northern Sevenoaks Masterplan.

The town is not currently served by any dedicated cycle routes. However, the District Council has prepared a cycle strategy to address this issue.



A11 DEVELOPMENT OPPORTUNITIES

The growth of Sevenoaks is constrained by the Green Belt and there are relatively few development sites in the town. However, the District Council's Core Strategy Policy LO1 states that development will be focussed within the confines of existing settlements at:

- The Sevenoaks Urban Area;
- Swanley;
- Edenbridge; and
- New Ash Green, Otford and Westerham.

The Neighbourhood Plan Area is located within the confine of the Sevenoaks Urban Area. As such it is a focal point for development in the District.

The Core Strategy states that provision will be made for approximately 1,330 dwellings (2006-2026) within the Sevenoaks Urban Confine. Within the Neighbourhood Plan Area there are only four remaining sites with housing allocations:

- H1 (b) Cramptons Road Water Works (50 units);
- H1 (c) Sevenoaks Gasholder Station (35 units);
- H1 (d) School House, Oak Lane (19 units); and
- H1 (e) Johnsons, Oak Lane and Hopgarden Lane (20 units).

It is recognised however that smaller 'windfall' sites will emerge through the plan period.

There is one mixed-use development allocation at:

- H2 (a) Delivery and Post Office / Telephone Exchange, South Park, Sevenoaks (45 units).

The potential for the town to expand is limited by the Green Belt designation which encircles the Sevenoaks Urban Area. The Green Belt boundary is currently being reviewed as part of the evidence base for the new Local Plan. This could potentially release some new sites for development.

Core Strategy Policy LO2 Development in Sevenoaks Urban Area states that in bringing forward sites for development the emphasis within the Sevenoaks urban area will be on:

- The town centre;
- Housing development at locations throughout the town suitable for housing development and with particular emphasis on locations within the town centre, or within easy walking distance of the town centre or main line railway stations;
- Employment development in existing employment areas; and
- Protection of the setting of the urban area and the distinctive character of the local environment and also respecting the physical and community identity of the adjoining settlements, and prevention of further coalescence.

These priorities are reflected in this Neighbourhood Plan.

As described, Sevenoaks is a sensitive town with many historic assets and a highly valued landscape setting. The volume of development planned for the town within the life of the existing Local Plan must therefore be very carefully planned. It is essential that all new development is well considered and responds to the constraints in an appropriate manner.

A12 ISSUES FOR THE NEIGHBOURHOOD PLAN

The public consultation and background and evidence-based review carried out to inform this Plan resulted in the identification of a number of issues that this Plan will address. These have been grouped under seven themes.

Character, Heritage and Identity

- The need to preserve the town's historic character and assets;
- The need to improve areas with poor character — especially in and around the town centre and at arrival points into the town; and
- The need to improve the quality of the arrival experience into the town.

Landscape and Green Infrastructure

- The need to support the retention of trees and encourage tree planting;
- The need to protect the Green Belt and other green / open spaces;
- The need for development to be sensitive to the setting of the Kent Downs AONB; and
- The need to retain views to the open countryside.

Movement and Public Realm

- The need to promote an effective pedestrian, cycling and movement strategy;
- The consideration of a 20mph speed limit to slow traffic down;
- The need to reduce air pollution;
- The need to improve pedestrian routes and pathways across the town;
- The need to improve pedestrian and cycle access to schools;
- A desire for Sevenoaks to be included within TfL's Oyster charging zone;
- The need to ease traffic congestion across the town;
- The need to improve the environment at, in, and around, the town's two railway stations and the bus station;
- The need to progress the delivery of cycle routes in the town; and
- The need to improve pedestrian movement in the town centre and remove clutter from the streetscape.

Local Economy

- The need to improve the town centre and neighbourhood centres;
- The need to protect and maintain existing employment in the town and encourage opportunities;
- The need to provide better connections between the town's cultural assets; and
- The need to support and encourage further tourism.

Community and Culture

- The need to ensure that development delivers enhanced community assets and provides additional health and educational infrastructure to serve a growing population; and
- The need to better link and promote the cultural offer in the town.

Sports and Recreation

- The need to continue to support existing and develop new sports facilities as set out in the Sevenoaks Town Sports Strategy.

Development and Housing

- The need to provide additional housing including a range of housing types and tenures (including smaller units and affordable housing) with limited development sites available;
- The need to deliver high quality development that responds to the character of the town and to establish processes that can help to deliver this improved design quality;
- The need to identify locations for residential development in accessible locations within walkable distance of the town centre or railway stations; and
- The opportunity presented by the Tarmac Ltd. site at Greatness.

The above issues have helped to shape the vision, objectives and policies that are promoted within the Plan.



APPENDIX B: TRANSPORT STRATEGY



Sevenoaks TOWN council



A Transport Strategy and Parking Study for the Town of Sevenoaks



An Integrated Transport Strategy at Sevenoaks



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1. Integrated Transport Strategy



The purpose of this Integrated Transport Strategy is to develop a range of transport policies and targeted study areas which are intended to ensure that the key objectives of the Sevenoaks Neighbourhood Development Plan (NDP) can be delivered. The Town Plan is being developed to set out how the town will develop over the next 10 to 15 years, covering all aspects of town life, including education, transport, leisure, business and health. This strategy has focussed on the following main objectives:

1. Improve pedestrian access to the town centre and key local facilities.
2. Ensure sufficient parking is provided for the Town centre, in particular for business use.
3. Improve bus access to the Town centre and general accessibility to the bus station.
4. Reduce vehicle congestion, improve and ensure that visitors and residents can access the town.
5. Improve sustainable travel options by promoting a range of sustainable transport initiatives.
6. Improve pedestrian access and general accessibility for all modes of transport to Sevenoaks Mainline Station.
7. Promote improved cycling links across the town and to key facilities.

The strategy builds on consultations with a range of key local stakeholders including residents, specialised support groups and local authorities. It forms part of a range of strategies that will form the overall Neighbourhood Development Plan. It considers the transport needs of all ages, as well as disabled residents, businesses and visitors, with the aim of making Sevenoaks an inclusive vibrant town. The strategy aims to focus on promoting sustainable forms of transport improving the general health of the residents in the town and reducing emissions, improving air quality and the overall environment within the town.



The strategy has focussed on a number of key study areas which have been identified as needing to be improved for either vehicle congestion, pedestrian / cycling safety or general accessibility.

These include:

1. Sevenoaks Mainline Station entrance.
2. Bat and Ball Junction pedestrian / cyclist safety and access to Rail Station.
3. The potential for Town Centre One Way Gyratory.



These study areas are discussed in more detail later in the document and a number of options are outlined in the appendices to this strategy.

The strategy compliments a number of existing strategies including the Sevenoaks District Cycling Strategy and the Sevenoaks District Strategy for Transport 2010-2026.

2. Existing Conditions on the Network

Sevenoaks suffers severe traffic congestion in the peak hours with heavy congestion experienced in all three of the main approach routes into the town centre, including London Road, Dartford Road to the north and Tonbridge Road to the south. This congestion is formed by commuters coming to work in the town, school trips with parents dropping off children to the various public and private schools established in the town. Congestion is further exacerbated by longer range commuters driving into Sevenoaks from the surrounding areas to use the regular and relatively quick train services into London.



Parking both in purpose built facilities and on street is often fully committed, with a range of on street parking zones having been introduced to try and control commuter parking in the various residential streets in and around the town centre and the mainline rail station.



Walking and cycling is generally poorly represented and there is a real need for these modes to be promoted more across the town to try and reduce the use of the private car for some of the shorter commuter and shopping trips in and around the town centre.



3. Meeting the Demands of Planned Growth



The report considers the future transport demands of the town and identifies a range of measures to manage these demands effectively to ensure that Sevenoaks meets the key objectives of Sevenoaks LDF Core Strategy as follows:

"Sevenoaks will continue to combine economic prosperity with environmental quality and new retail, office, tourism and housing development that will support its role as a principal town centre within West Kent. Continued small scale housing developments will occur on suitable sites throughout the town and a range of job opportunities will be provided generally on existing sites in employment use."

The Sevenoaks District Council adopted Allocations & Development Management

DPD adopted February 2015 allocates specific sites for an additional 163 dwellings in the Sevenoaks Urban Area, along with a further 42 dwellings as part of a mixed use development of the former Delivery & Post Office / BT Exchange. In addition, a range of future employment sites have also been identified totalling 27.1 hectares for B1 and B8 development.

This strategy considers the potential impact of this growth on the towns transport infrastructure and recommends a series of policies to ensure that the growth can be accommodated on the network whilst meeting the core strategy objective on new development.

*"To ensure that new development takes account of the need to mitigate and adapt to climate change including principles of sustainable development, which include locating development to minimise energy use, **promoting travel patterns that reduce the need to travel by car**, and encouraging sustainable construction and promote the use of renewable energy."*

The responsibility for transport is generally shared between central government and its agencies and Kent County Council. The District Council also has planning responsibilities, which can have important transport implications. For example by ensuring that development takes place in locations that are accessible by a range of modes of transport, the District Council can promote more sustainable travel patterns by reducing reliance on the private car. In developing this Transport Strategy the Town Council understands the importance of working alongside both the District and the County Council, however they are also keen to ensure that capital budgets are allocated and spent on schemes which will make a real difference to the residents and businesses who regularly use and live in the town centre.



4. Pedestrians

Existing Conditions



Footpath provision is restricted in a number of places due to the historic nature of the street scene. This can be seen in a number of places on the High Street and London Road. In certain places the footpath provision stops completely which does not help accessibility by foot into the town. The restricted footpath width is clearly an issue from the south of Sevenoaks and towards the town centre.

Very few of the pedestrian crossings in the town centre are controlled with only one in the main high street, other crossings along London Road rely on zebra crossings. Whilst zebras work in congested areas and do not unnecessarily hold up the movement of traffic, they don't give the priority to pedestrian movements that would normally be expected in a town centre location.

Vehicle speeds along both London Road and the High Street when not congested are excessive and traffic does not keep within the existing speed limits. These high traffic speeds linked to the narrow footpath provision and restricted road width make crossing and walking along both these roads hazardous.



Leisure

The Stag Theatre is a popular leisure facility within the town and footpath area immediately outside the theatre is relatively narrow and could do with widening to provide an improved milling area for visitors to the theatre.

Footpath provision along Seal Hollow Road needs improving, especially the location near the rear access to the Knole.



School Access



Footpath improvements are also required at various junctions within the town especially the area around the Sevenoaks Station and the Bat and Ball Junction.

There are a large number of school children walking to school in various areas in Sevenoaks, and many of these are faced with having to use a number of these junctions with sub standard crossing provisions.

A number of children who attend Sevenoaks School are picked up adjacent to the station by a series of mini-buses who then take the children through the town to the school.

General Footpath Links

The town has a number of alleyways and off street footpath links, not all of them are signed nor adequately lit, therefore are under utilised in winter months and in the evenings.

Pedestrian Audit

As part of the Town Council's development work in support of the Neighbourhood Plan a pedestrian audit will be undertaken. This will consider a number of factors including standard of existing provision, identifying what improvements should be provided in the future.

Sevenoaks Rail Station

The pedestrian facilities in the proximity of Sevenoaks Rail Station are poor and need to be addressed as a matter of urgency. People of all ages are avoiding the provided route and controlled crossing of London Road, choosing to walk within the carriageway following a desire line which crosses directly to the entrance of the station, right through the middle of signalised junction.



Bat and Ball

The existing pedestrian crossing points at the Bat and Ball junction need to be altered, the traffic islands are too narrow to provide adequate safe refuge and the direction of the crossing points does not line up with the tactiles and desire lines.





5. *Improving Pedestrian Access for All*

To ensure that the general provision of footpaths and footways are used to their maximum and where possible walking is the chosen mode of travel for all ages for short trips. The following key policy recommendations are proposed:

1. Safe road crossings should be available in close proximity to schools, parks and recreation grounds.
2. All current walkways, including alleyways should be protected and maintained.
3. The footpath from Hillingdon Avenue – Kennedy Gardens (SU10) should be considered and promoted as an alternative to Seal Hollow Road, and should be provided with street lighting.
4. All planning applications should include a review of pedestrian access and routes to key locations.
5. A 20mph limit policy should be considered in residential areas, including Seal Hollow Road.
6. Walkways should have clear signage identifying routes and approximate walk times.
7. Remove the gates in archways (Morewood Arch) under the railway to improve access by foot and cycle.



To achieve the aforementioned key policy objectives which are all intended to increase the number of pedestrians movements within the town the following are some of the specific actions that are recommended to be undertaken:

1. A Safe Routes to School audit undertaken in conjunction with each of the main schools in the Town. This would form part of the schools travel plan initiatives and should identify any barriers either safety or physical which is preventing or deterring children and their parents from walking to school.
2. Continue to lobby Network Rail to remove the gates under the various archways. This should be identified as a way the rail system can be integrated more with other sustainable travel modes.
3. Identify the key residential streets that would be suitable for 20mph limit and undertake a public consultation of the residents affected. Subject to the results to then prepare groups of streets which could be promoted and effectively lobby for KCC funding.
4. Identify key footpath routes and signage within the town, preparing a costed work package and then seek funding from Sustrans or potentially the Local Enterprise Partnership.
5. To look at traffic calming Seal Hollow Road and to investigate the improvement of the pedestrian access provision and crossing near to the pedestrian access gate to the Knole.
6. Look at improved pedestrian crossing facilities at both Sevenoaks Station and Bat and Ball junction and lobby KCC for improvement works.
7. To research the development of an interactive footpath plan which could be developed into an App for mobiles and tablets to provide estimated walk times and key information about destinations or features on route, such as interlinking bus, train times and opening times.

6. Cycling

It has been previously identified that there is little or virtually no dedicated cycling provision in Sevenoaks. There are no designated cycle ways within the urban area of Sevenoaks, very little cycle parking and it is clear that the two main roads London Road and A225 Dartford Road and the level of congestion through the town have put people off cycling in the past.

The differences in level approaching the town from both the north and the south may cause issues with respect to cycling from nearby villages or towns. Closer to the town centre access is restricted within the residential areas around Kippington and St Johns due to the two rail lines which restrict the number of crossing points, linking back into the town centre.



In 2012 the Sevenoaks District Cycling Strategy SDSCS was developed by Kent County Council in partnership with Sevenoaks District Council and provides an overarching framework for the development of cycling in Sevenoaks. The strategy aims to enable more people to cycle more safely in the district so as to encourage a shift towards more sustainable transport choices and healthy leisure activities. In order to achieve this, a number of priority areas for action have been identified these are:

1. **Creating New Routes and Linkages**

- seeking opportunities to develop new routes and linkages which
 - a) connect population centres to key services such as local schools, employment areas and transport interchanges in the main urban areas of Sevenoaks, Swanley and Edenbridge; and
 - b) promoting leisure cycling through the identification of attractive longer leisure routes which connect to the main urban centres.

2. **Safer Cycling**

- ensuring infrastructure is well designed, prioritising routes on quiet residential streets away from busy main roads and junctions and providing road safety education.

3. **Improvements to Cycle Parking**

- identifying locations for additional cycle parking facilities and positioning them to maximise security.

4. **Promotion and Encouragement**

- raising awareness of cycling and its benefits amongst the community.

5. **Maintenance**

- ensuring existing and any future facilities are well maintained.



.....Cycling

The strategy was intended to be a first phase and a starting point for the future development of cycling in the district. The strategy is due to be reviewed in 5 years.



A series of 12 new cycle routes were identified as part of the strategy within the urban area of Sevenoaks. These routes link key facilities such as Rail Stations, schools, and key leisure routes. See Figure 1 in the Cycling Strategy. These routes are described in more detail in Appendices to the SDSC. It is proposed that the improvements required to provide these various routes will be sought from a range of sources.



To promote integrated travel, it is essential that cycling parking provision is improved within the centre of Sevenoaks near the bus station and the existing train stations. As part of the Network Rails National Station Improvement Programme the number of cycle parking spaces has been increased from 80 to 300 at Sevenoaks mainline station. It is currently planned for new additional cycling facilities to be provided at the Bat and Ball station.

It was also identified that additional cycle parking should be also provided at the following key locations within Sevenoaks:

1. Town Centre (Blighs Car Park/outside local shops)
2. Sevenoaks Railway Station
3. Sevenoaks Hospital
4. GP Surgeries
5. Sevenoaks Town Council Offices
6. Sevenoaks Library
7. Holly bush Recreation ground Car Park and adjacent to cafe (near Bayham Road)
8. Schools



The Town Council support the key objectives of the SDSC, however it is recommended that serious progress is to be made delivering the main recommendations of the strategy, that the designs for the proposed improvements routes are developed in more detail and fully costed, including the identification of any third party land issues. This should be then developed into a business case and submitted for funding either to the LEP or Local Transport Board. It is also recommended that alternative sources of funding are fully investigated including central government initiatives to improve cycling and general infrastructure. Other key actions are as follows:



1. Further lobbying should also be maintained to Network Rail to help clear some of the blockages under the archways to enable cycle routes to be delivered and to generally improve provision of covered cycle parking and potentially secure lockers.
2. In considering the 20mph limit study of the residential areas, consideration should also be given to the possibility of introducing further on street cycling provisions, including clearly marked routes and improved crossing points of key road corridors.



3. The promotion of cycling within the town for short commuting trips, school journeys for older children and general leisure trips will help to reduce congestion and increased pressures on parking in key areas within the town centre and near the main multi-modal transport nodes such as the rail station.
4. Cycling should be promoted more within the schools, and each school should have a travel plan with cycling parking being provided. Children should also be encouraged to take part in cycling proficiency.



5. Formal cycling weeks in conjunction with the local cycling clubs, bike shops and some of the key leisure destinations such as Knole. Including safety talks, parent and cycling initiatives to schools.
6. Encouragement of businesses to promote cycling to staff.
7. Look at which of the 12 identified routes within the SDSC can be delivered by simple signposting, then develop Sevenoaks Town Plan cycle route plan both electronically and in a leaflet format for distribution at key information points around the town.



7. Public Transport

Buses

The town is served by a number of bus services linking many of the joining towns, however there is a lack of a good direct services to London. The bus station in the town centre is detached from other public transport services, the access is poor and whilst it clearly serves a function could do with generally improving.



The Sevenoaks district is served by a large number of bus routes, although the vast majority of these services are low frequency with 2 hourly services and some with only one service per day. There are also a number of peak hour and school transport only services. Given its general rural character, the service frequency provided by local bus operators, particularly on local routes, are commonly perceived to operate at an intermittent level of service. Accordingly, patronage levels are below national trends. The rather localised nature of the services can also impact on connectivity.

Orbital Bus Service

There is a lack of an orbital bus service which links the key areas within the town itself, with many people using the car to do short trips into the town for shopping and leisure and employment. This puts strain on the towns parking facility and does not allow for integration between transport modes. A suggested route for this service is shown on the overall ITS strategy plan and forms a figure of 8 linking the key destinations through the town. This service could initially be provided as an off peak service allowing residents access to the town centre during the week and weekends.

Rail

Whilst there is little scope to improve rail services themselves to and from Sevenoaks. The regular and fairly fast service to Charing Cross/London Bridge is clearly very attractive to commuters and residents. The good school provision within Sevenoaks and the surrounding area makes it a very attractive location for families to live and commute.



The town has two stations both with their own individual character.

Bat and Ball Station



The Bat and Ball station is currently boarded up, is very poorly signed and there is no way of buying a ticket. The car park is inadequate and footpath links are not clearly signposted. The Bat and Ball junction is heavily congested at peak times and the pedestrian crossing facilities need to be completely reviewed as they are currently inadequate and do not provide a safe attractive route for pedestrians and cyclists to pass through or cross the junction. The shortlist from a recent architectural competition organised by Sevenoaks Town Council and the Royal Institute of British Architects has recently been presented to the public and shows various proposals for improving the station and the nearby community centre. A number of these have addressed the parking issues and have shown how the station could be generally be improved.



.....Public Transport

....Rail

A Friends of Bat & Ball Station Group was created in 2014 and has already begun to make visible changes to the aesthetics of the facility and lobbied for improvements for the service. The aims of the Friends Group are:

1. Support regeneration of Bat & Ball area, highlighting benefits of the station.
2. Promote the station.
3. Promote the building as a venue / facility.
4. Encourage integration with other community / business projects e.g. Britain in Bloom, Vintage Bus, Summer Festival / Arts.
5. Protect and inform re Historical / Conservation importance.

Sevenoaks Station

The Sevenoaks Station building itself is in fairly good condition, the issue is the area around the station forecourt and drop off area. The crossings are currently dangerous as the majority of people ignore the signalised crossing which is located in the wrong place and walk across the roads, avoiding the railings. This is resulting with many pedestrians dodging cars with nowhere to go as the railings are preventing the users from getting back on the footpath. The drop off point is inadequate and leads to vehicles blocking the access not only for vehicles but also the pedestrians. There is a bus stop just to the south of the station which again is very tight.

The car parks are located away from the station and therefore all users have to cross the main London Road to reach the main station building.



.....Public Transport

The Sevenoaks District Strategy for Transport SDST identifies states:

"Within Sevenoaks, the redevelopment of the train station in addition to a possible future edge of town park and ride site will enable better integration of rural bus services within the existing commercial bus network, providing that the viability of such proposals can be clearly demonstrated. The integration of a transport interchange could permit the enhancement of rural bus services.

The aspiration is to provide an integrated bus rail interchange at Sevenoaks station, utilising the existing turning loop at the front of the station. All buses that serve London Road and Hitchen Hatch Lane (Mount Harry Road) will enter the station forecourt, pickup and drop off passengers and then return to the highway using the bus priority installed in the traffic signals. At the time of writing, the proposal remains at a conceptual stage. Real time information for both buses and trains will be displayed at the interchange and within the station (possibly on the platforms) and signs will be displayed throughout the station directing passengers to and from the interchange.

Potential constraints relate to the fact that works to reconfigure Sevenoaks station will need to tie in with NSIP works that Network Rail and South Eastern will be undertaking at the station. It is likely that the station building will be extended slightly into the loop and therefore the loop may need to be redesigned as a result of changes to the forecourt."



The Town Council has identified the Sevenoaks Rail Station as a key location to improve accessibility and to develop as a multi-modal transport hub. It is essential however that pedestrian access is one of the key consideration for any redesign of the station and the area around the entrance. Any proposal must recognise the key desire line to station entrance for pedestrians and provide a clearly dedicated route with controlled priority over vehicle movements on the adjoining London Road. The pressure of people rushing to catch a train in peak hour, either requires a pedestrian crossing facility which either completely segregates the pedestrians such as a footbridge or an underpass, or at least provides a controllable, safe direct crossing facility. A zebra crossing would in theory give the pedestrians priority, however the high number pedestrian movements are likely to cause significant traffic queues causing even more congestion on one of the key routes into the town.



.....Public Transport

We therefore recommend that the junction is reconfigured, keeping the signal controls, but providing a more direct pedestrian crossing facility. This is to be coupled with a redesign of the station drop off and pick up point allowing for integration of bus, taxi, pedestrian and cycling movements. See Options in Appendix.

It is therefore proposed that the following key actions are proposed in relation to public transport.



1. The development of the various options for the area outside of Sevenoaks Station to improve pedestrian access and to develop the station a multi modal transport hub. This will include working closely with Network Rail, Sevenoaks District Council and Kent County Council.
2. Commission traffic counts and junction surveys to inform the development of the above scheme to develop a detailed understanding of the traffic movements and pedestrian demands at the station in the key peak hours.
3. Liaise with public transport operators and Kent County Council about the establishment of an orbital bus service around the town and to undertake a detailed feasibility exercise for the introduction of a suitable service.

4. Investigate the introduction of a park and ride site and bus hub to the north of the town.
5. Seek to secure funding for general improvements to the Bat and Ball station including improved station facilities and car and cycle parking provision from Network Rail and to secure the improvements in the next capital funding cycle. Lobby Kent County Council regarding improvements with respect to pedestrian and cycling access to the station and look to improve crossing facilities on the nearby Bat and Ball junction.



8. *Vehicular Access to the Town*

In 2009 Kent County Council undertook a travel survey to support the Sevenoaks District Strategy for Transport 2010-2026 SDST. This survey showed that within the inner cordon of Sevenoaks which effectively covers the area under the jurisdiction of the Town Council the 24 hour two way weekday traffic flows were 76,314 for Car/LGV, 2,776 HGVs, 619 Unclassified, 2,450 Pedestrians, and only 356 cycles. Clearly car movements form the majority of the trips coming in and out of the town which is typically of a rurally positioned town such as Sevenoaks, this will be focused around the am and pm peak hours, with school related trips forming a large proportion of the am peak movements along with commuters' trips. Commuters need to be split into two categories, those which come from villages and settlements outside of Sevenoaks to make use of the fast rail connections and those who live within the town and the residential areas adjoining the town centre.



In the peak hours there is regular heavy congestion at the Riverhead junction, southwards along London Road, Tubs Hill into the town centre. There is also heavy congestion from the south along Tonbridge Road and the traffic can queue right back to The Seven Oaks and further southward in the am peak hour. There is also heavy congestion at the Bat and Ball junction from the A25 Seal Road/Bradbourne Vale Road and the A225 Dartford Road junction. Looking at the extent of the queues coming into the town it appears that there is quite a large through traffic movement in the town centre either down the High Street or London Road which causes additional congestion within the town.

.....***Vehicular Access to the Town***

Many of the junctions around the town are in a non standard format, these include the junction to the south of the town where the High Street meets London Road. These cause confusion for users specially those who are not familiar with the area and cause additional congestion. Other congested junctions such as Bat and Ball need to be improved to improve pedestrian and cycling crossing which will also potentially have a detrimental impact on traffic movements. The junction at the entrance to the Sevenoaks Station needs to be altered to improve pedestrian safety and general accessibility to the station. These improvements need to be carefully considered, so that a balance between vehicle congestion and improved pedestrian priorities is achieved.

Observations of traffic speeds when traffic is free flowing appear excessive through the town centre, especially down London Road and the High Street. This is especially worrying where the footpaths are very narrow in places along both streets which form the main retail areas within the town.



HGV / Servicing

The retail areas between the High Street and London Road are served by a number of pedestrian only areas which also provide service access to the adjoining retail areas. Access to these areas for HGVs and service vehicles are time restricted forming a restricted loading area.



It is essential for the continued prosperity of the town centre that service access is maintained to the key retail areas. It is important that any new commercial development or wider transport proposal does not direct more HGV/Commercial traffic through the town centre and clear signage needs to be provided for HGV through movements to avoid the town centre.



9. Access Strategy

In developing this Transport Strategy we have considered how congestion could be reduced on key routes into the town and within the town centre itself. It is essential for the future success and growth of the town, that it is still accessible to vehicles during the peak hours and that we maintain service access to the town. To achieve this a range of initiatives are proposed including the following:

1. Promotion of sustainable travel initiatives to reduce the number of trips undertaken in the private car within the area.
2. Look at physical junction improvements and congestion management initiatives.
3. Ensure that clear HGV routing maps and signage are developed, ensuring that all through movements are directed away from the town centre.
4. Ensure that all schools within the town have an operational travel plan, aiming to reduce private car movements within the peak hour, by encouraging lift sharing between parents, public transport, or walking and cycling.
5. Consider introduction of a Park and Ride system for traffic from the north.
6. Provide clearly defined parking areas and zone for both short and long stay movements, with the aim of reducing commuter traffic using the rail station from the town centre and surrounding residential streets.
7. Assess feasibility of a one way system within the town centre to include High Street and London Road, with the following key aims:
 - a) Deter through vehicle movements from town centre.
 - b) Reduce vehicle speeds with introduction of a 20mph zone along High Street / London Street.
 - c) Provide widened pedestrian areas with reduced carriageway widths in key areas within town centre in particular along London Road and the area around The Stag Theatre.
 - d) Maintaining flow of traffic through town centre with controlled traffic management system.



To progress the above the following key actions are required to be undertaken:

1. Undertake a detailed feasibility assessment of one way system and look at public realm improvements.
2. Promote a one day travel plan awareness day for all schools and link this in with a wider range of initiatives. Coordinate existing school travel plans providing guidance where resources could be shared across the facilities, picking up good practice from existing schools and asking the children and parents to help promote the benefits.
3. Undertake detailed survey of vehicle movements at key junctions to provide up to date information relating to traffic movements, including origin and destination surveys at the train station within the peak hours.

10. Car Parking

Looking at the parking in the town, this is very well utilised and it is clear that a large proportion of this is made up of commuters from potentially outside the town area. There are four clearly different demands for parking within the town these are made up as follows:

1. Out of town commuters looking for long stay provision in the area around the towns railway stations to travel to London or intermediate stations.
2. Existing residents who live either in the town centre or the urban fringe of the town who require medium to long stay commuter parking again near the vicinity of the stations.



3. Commuters who travel to the town to work in the town centre and other employment areas.
4. Short term and medium stay parking for visitors wishing to shop in the retail areas or visit any other of the facilities located within the town. This is essential for the continued success of the town itself including the various businesses who have established themselves in Sevenoaks Town Centre.

It is this last group of users which often gets forgotten and the lack of provision was clearly identified by Sevenoaks residents and businesses as a clear problem in the recent town survey which was undertaken in advance of the NDP process.



.....**Car Parking**

Existing Parking Provision

Sevenoaks District Council operate a number of car parks within the Sevenoaks District these include the following:



Bradbourne	168
Suffolk Way	221 (9 disabled)
Council Offices	146 (Saturday Only)
South Park	145 (7 disabled)
Buckhurst 2	285
Buckhurst 1	40 (3 disabled)
St Johns & St James	86
Sennocke	84
Blighs	205 (90 disabled)



In addition to the above car parks operated by SDC there are further car parks provided at the two main stations. Sevenoaks has 528 spaces and the Bat and Ball only has 21 spaces.

The above parking provision numbers do not allow for any privately operated car parks such as those associated with any shops or retails developments, for example - Waitrose 150 pay and display spaces and Marks & Spencer 79 spaces. They also do not allow for any on street provision.

On Street Parking

The majority of the key routes around Sevenoaks station and the town centre all operate a pay and display system for on street parking. This is widely used and provides a nominal income to the District and County Council, however does very little to improve the amenity value of the frontage residents and businesses, who generally have commuter traffic parked outside their properties all day. This demonstrates the strength of demand for out of town commuter parking in the area.

Proposed Parking

A recent scheme has been submitted for approval to SDC to construct a new car park which will increase the capacity of the Buckhurst 2 car park. The proposal was to add a new twin deck to the existing long stay car park providing an additional 277 spaces within the upper 2 decks. KCC As highway authority originally objected to this proposal which due to increase pressure on the adjoining network, especially the Pembroke Road / High Street / Suffolk Way junction. It is understood that following further consultation between KCC and SDC, these concerns have been overcome. It is anticipated that the planning application for the car park will be submitted during 2015.



.....Car Parking

Car Parking Strategy

The Town Council is keen to ensure that each of the various car parking demands are managed effectively and that sufficient parking provision is provided to meet the demands of the town and the residents. It recognises however that one way of meeting this demand is to promote sustainable travel modes over that of the private car.

Reducing the number of short distance commuter trips is an area which could generally reduce the strain for car parking spaces near the main Sevenoaks Station. Ideally if the majority of the spaces around the station could be utilised by visitors into the town with residents using other forms of transport to access the station area, then this would help reduce stress on the parking in this area. This could be achieved by the provision of the orbital bus service, car sharing / lift share, improved cycle parking provisions and cycle routes, and improved taxi provision.

It is also important that wherever possible sustainable travel modes should be used for other short distance trips into the town centre, again reducing the demand on the town centre parking provision.

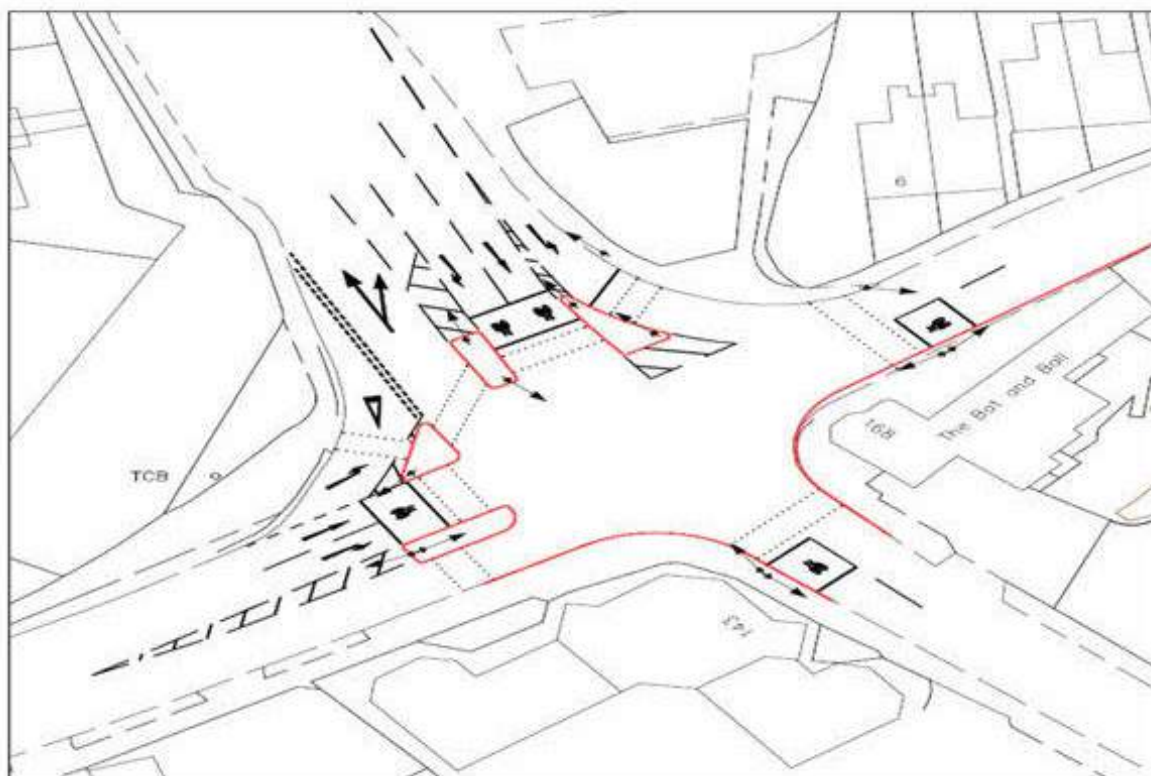
It is important that before any final decision is made with respect to additional car parks being developed within the town centre, that a detailed parking appraisal is undertaken of the town centre area, reviewing the work undertaken by SDC. This will review if all of the town centre parking provision is being utilised both during a typical weekday and the weekend, and will help identify if certain facilities are over or under used. Clearly if there are areas which are not being fully utilised then these need to be effectively managed before any new car parks are provided. If however the demand is so great for parking in the town centre and that by the promotion of sustainable travel options we still don't have sufficient parking provision to meet the demand then the provision of additional spaces would be supported on existing sites.

The following are therefore the main actions which are recommended should be undertaken.

1. Liaise with stakeholders with regards to station parking provision at both Sevenoaks Station and the Bat and Ball station.
2. Promote sustainable travel modes especially for short trips into the town to reduce parking demand.
3. Review effectiveness of the car parking charging regime and whether by more effective management additional capacity can be provided for short term visitors to the town centre and staff who need to work there.
4. Review the provision of a potential park and ride site to the north of the town and whether this could be integrated into a new orbital bus service linking the town centre and the two rail stations.
5. Investigate the option to promote private drive rental within the vicinity of the town station to help manage commuter demand.



II. Sustainable Travel Solutions



The main aim of this Transport Plan is to try and increase travel in Sevenoaks by using more sustainable travel modes than the private car. In particular the intention is to reduce the short distance commuting trips to both the town centre and the main railway station which are effectively adding to the congestion in the peak hours and taking up the much in demand car parking facilities. Sevenoaks also has a large number of schools both public and private sector which generate additional traffic movements within the town during the peak hours.

The promotion of walking, cycling, buses and taxis for short trips will help reduce some of these short distance movements. These are to be supported by awareness campaigns, better route signage, improved crossing points at major junctions, improved priority measures adjacent to highway, and better cycle parking provision at key location such as the bus station, town centre and rail stations.

In addition a scheme to make the existing Sevenoaks rail station a multi modal hub should be developed, to enable a wide range of transport modes to access the station again reducing the need for commuter trips to be undertaken in the private car.



.....Sustainable Travel Solutions

The following are the key initiatives which should be promoted to reinforce sustainable travel within the town:

1. Development of a new orbital bus service linking town centre with rail stations and possible park and ride site.
2. Review feasibility of the introduction of a park and ride system to serve the vehicles approaching from the north of the town.
3. Promote Travel Plans for all schools within the town and organise a school travel planning workshop, where best practice can be exchanged. The aim of this would be to ensure an overarching school travel plan is developed for the town, ensuring the best use of resources for maximum benefit.
4. Work with the Sevenoaks Town Partnership and other business groups to help support the benefit of Work Place Travel plans, undertaking workshops with key business groups to demonstrate the benefits to both the employer and the employees.
5. Promote cycling within the town, in conjunction with a national cycling week, encourage existing cycling shops and related businesses to get involved to help promote cycling for commuting and leisure trips.
6. Support and lobby both national and regional funding bodies with respect to delivering the various improvements identified in the Sevenoaks Cycling Strategy.
7. Promote walking within the town by creating a detailed network plan, with improved signage, crossing points at key junctions and general surfacing improvements to allow access for less able and disabled users.
8. Promote Car sharing schemes such as Liftshare or similar to key destinations such as Sevenoaks station, or the town centre. Look at potentially reduced parking charges for multiple occupancy vehicles.
9. Work with local taxi services to ensure a regularised charging regime and a good level of service at key times for main pickup points near the station, encouraging taxi share where possible.
10. Promote where possible with local retailers local delivery services and online shopping to minimise trips required by the car.
11. Promote a scheme to generally improve pedestrian facilities within the town centre, including increased footway width and improved crossing points, along with a reduced vehicle speed with 20mph zones being introduced along the High Street and London Road.
12. Ensure that sufficient parking is provided in the right places within the town to meet the real demand of the area.
13. Promote home working initiatives and better broadband speeds in the town.
14. All new developments are to be supported by a travel plan and a travel welcome pack be provided to all new residents promoting travel awareness.
15. Work with Network Rail and current train operators to develop Station Travel Plans.
16. Investigate feasibility of Sevenoaks Town Mobile phone Travel App with links to key real time passenger sites for bus and rail services and general transport information about delays and disruption.
17. Develop special Travel Awareness section to Town Council's website.



12. Summary



Sevenoaks is a vibrant town centre with a number of existing and future transport challenges which need to be addressed to ensure that the town and its businesses and residents continue to prosper. The town is an attractive location to live and work with a wide range of historic buildings, town parks and a well served retail centre. The town is well served by both public and private sector

schools and is well connected by two separate rail networks to London. Hence the town is an attractive commuter town for people working within London as well as also providing an attractive transport node for people who live outside of Sevenoaks.

The Town therefore suffers from a range of transport issues which include heavy peak hour vehicular congestion on all of the key routes into the town. The existing bus services only connect to a number of neighbouring towns and there is a lack of fast service into the City, or a orbital service within the town. Due to popularity of the existing rail services the town suffers from a high level of commuter parking issues and general parking strain within the town centre.

The town centre itself acts as a through route, attracting fairly high vehicle speeds during free flowing conditions. The pedestrian facilities within the main retail centre of the Town are constrained due to narrow footpath widths and cycling usage is very low.

This strategy has been developed to promote more sustainable transport movements within the town, recommending a series of measures across each available mode, ensuring a fully integrated system is eventually delivered. These improvements will help reduce congestion within the town centre, improve the environment for walking and cyclists, and generally relieve the pressure on the town's parking provision, whilst ensuring that the town still attracts businesses, shoppers and general visitors.

A number of key schemes are recommended and should be developed in more detail, these include the area around Sevenoaks Station where it is essential that pedestrian priority and safety is improved, whilst also improving its usability as a multi-modal hub. The Bat and Ball junction needs to be improved to facilitate pedestrian and crossing movements whilst not impacting too much on vehicle movements through the junction.

The most potentially controversial recommendation is the potential introduction of a one way system within the town centre. The main purpose of this would be to discourage through traffic movements, to provide a much improved public realm within the main retail centre and to reduce traffic speeds. High Street and London Road would be made one way, with London Street being northwards only and High Street for traffic flowing in a southerly direction. The intention of this would be to use the available carriageway width to widen the footways along London Street and to introduce a number of raised table crossing areas to develop a 20mph zone, this treatment would also be introduced along the High Street improving pedestrian crossing within the town.



.....Summary

It is also recommended that a review of the detailed parking survey undertaken by SDC is carried out, looking at the current usage of all the car parks within the town. Once the results of this review are known we would look at how effective the overall management of the town's car parking asset is giving recommendations for changes to the zoning, charging regime and potential new provisions that may be required. We would also look at a detailed feasibility assessment of a proposed park and ride system.



One of the main objectives of this strategy is to encourage people to travel more sustainably. There is therefore a strong focus on the promotion of walking and cycling within the town itself, especially for short commuter trips and the morning and evening school runs. It is considered essential that the younger generation are encouraged and educated about sustainable travel. This could include an annual sustainable school travel award promoting and sponsored either by the Town Council or a

prominent local business.

The strategy aims to pick up on the excellent work already undertaken on the Sevenoaks Cycling Strategy and recommend that the schemes proposed in the strategy are developed into fully costed proposals which can then be used as part of a bid package to try and secure funds for delivery.



We also recommend that further work is undertaken in relation to the promotion of an orbital Sevenoaks bus service, this will provide accessibility for residents to the stations, retail centre, schools and the main employment centres and the key residential areas.



The purpose of this service will be to cut down the short car trips and allow people to access key features in the town. We suggest that further discussions are held with bus operators with respect to the financial viability.

We also recommend that these physical works are supported by a wide range of sustainable travel initiatives such as Liftshare, Renting out Drives, car clubs, workplace travel plans, home working, cycling promotions weeks, travel website and travel awareness packs.





APPENDIX C: CULTURAL STRATEGY

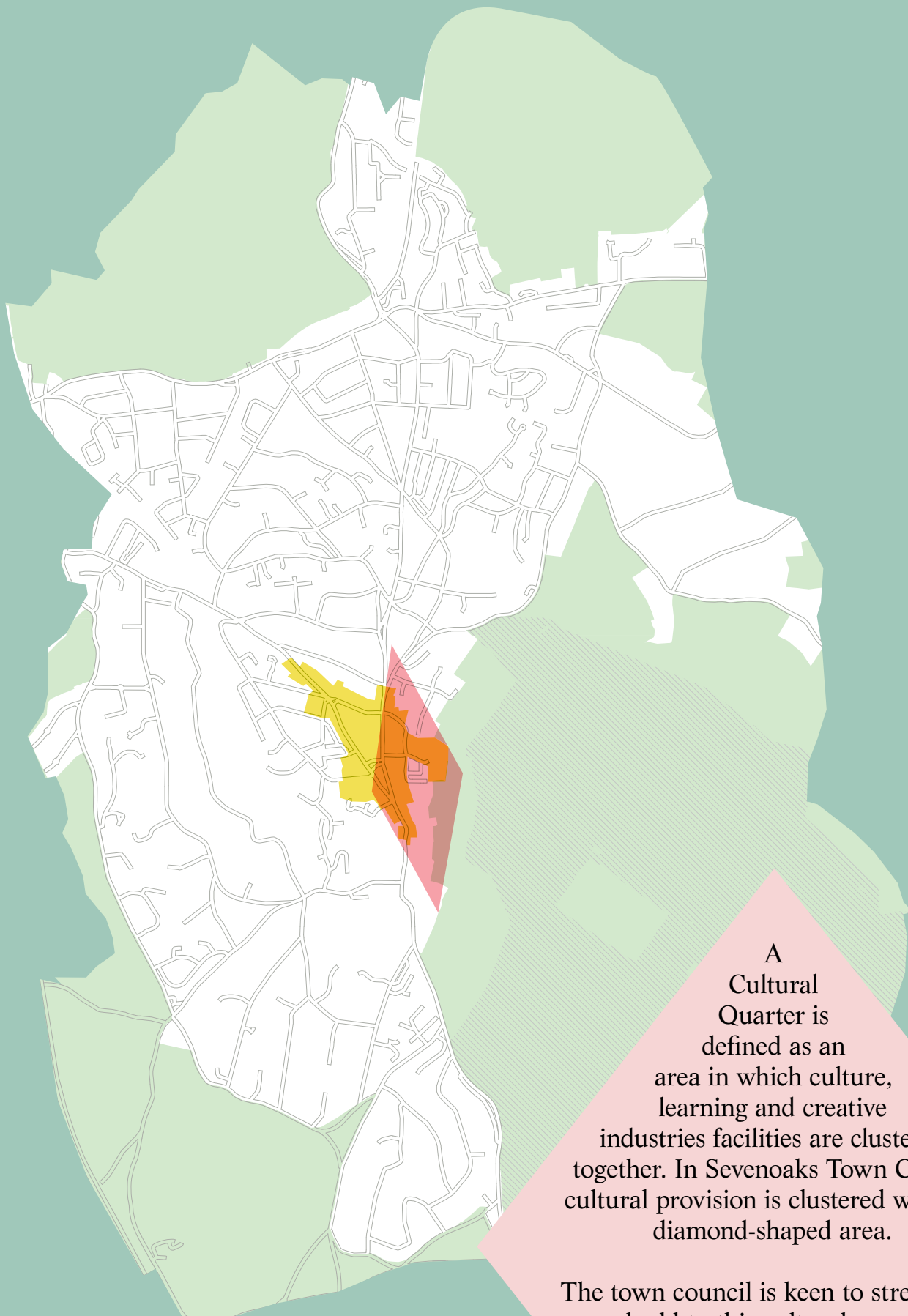


The background of the image shows a wall covered in medieval murals. The murals depict various scenes: a man in a long robe and hat, a man at a desk with a quill, a woman in a long dress, a man with a staff, and a rooster. A large red diamond is overlaid on the image, containing the text.

Sevenoaks

These murals and panels represent
some of the trades present here
during the medieval period.
Juliet Simpson, Tom Cousins, 1999.
Sponsored by Sevenoaks District Council.

A Thriving Cultural Town



A Cultural Quarter is defined as an area in which culture, learning and creative industries facilities are clustered together. In Sevenoaks Town Centre, cultural provision is clustered within a diamond-shaped area.

The town council is keen to strengthen and add to this cultural area over future years, with a focus around The Stag and the Kaleidoscope Library, Museum and Art Gallery and the routes which link these.

Vision for a Thriving Cultural Town

In the Sevenoaks Neighbourhood Plan, Sevenoaks Town Council in consultation with local arts groups, identified a 10-15 year ambition to strengthen, enrich and promote a thriving cultural offer. The key focus will be to enhance the central cultural area so that it can act as a hub supporting activity that provides a positive impact across the whole town. The town council's aims are:

- To reinforce Sevenoaks identity as a thriving market town; a great place to live work visit and invest
- To enhance the High Street's vibrancy & the evening economy
- To retain, nurture and attract the creative talent needed to support the growth of the creative digital and tech sector

This vision document will set out ways in which these aims can be met through cultural and creative initiatives. The council wishes to grow the town's cultural and creative enterprise and opportunities for individuals and SMEs, while creative projects will improve the look and feel of the town, engage and involve the local community and promote the town's cultural offer.

Sustainability is key to the cultural ambitions set out in the neighbourhood plan. Cultural proposals will align with the environmental objectives of Sevenoaks Town Council, Sevenoaks District Council, and Kent County Council. These include the promotion of sustainable transport and the enhancement of green infrastructure. People enjoying the local cultural offer will be empowered to use walking and cycle routes around the town centre.



“Culture and heritage are at the heart of what makes a community successful. Places that are prosperous and sustainable, with healthy and happy local people, are often the ones where the place of culture and heritage in people’s lives has been carefully considered.”



How Culture Helps A Town To Thrive

Arts, culture and creativity can help a town to feel welcoming, enhance the public realm and support the growth of a creative community. In Sevenoaks Town we are prioritising the following focus areas:

Distinctiveness

Through enhancing a sense of place and emphasising local character and heritage, a town's identity can become more distinctive for local residents, workers and visitors.

Animation

The public realm can be further animated through public art, design, festivals and events which will bring an added sense of colour and vitality to the town.

Growth

Sevenoaks has a substantial cultural offer, however there is scope to enrich this through promoting cultural venues and improved wayfinding including enhancing routes into the town and to key cultural venues. The local economy will benefit from increased provision of creative and cultural workspace and opportunities for creative work to be exhibited and sold in the town.

Community

Local communities will be invited to get involved in creative projects through consultation, activity or developing new creative skills, helping to build local pride and contributing to local health and well-being.

Quote opposite from: 'Regenerating places and communities through culture' Town & Country Planning Association 2013

Culture & Creative Industries in Sevenoaks

Sevenoaks Town has a diverse range of cultural facilities including a National Trust property and conservation studio.

The Stag Theatre a true community art venue at the heart of the town. The Stag attracts national touring performance and film, hosting local arts activity and a young people's theatre group.

Sevenoaks Visual Arts Forum (SVAF) manage the Kaleidoscope Art Gallery, with exhibitions, artist residencies and public workshops, alongside Sevenoaks Museum which promotes heritage and history education for young children. A few smaller galleries show and sell artwork and live music is offered at The Stag and in pubs.

To the north is The Space, Sevenoaks School's Performing Arts Centre that offers a public programme of music, ballet, opera screenings and school produced activity, with occasional touring theatre. Nearby, the Arts at Riverhill Himalayan Gardens offer sculpture and summer theatre programmes. Sevenoaks and Knole have Arts Societies and adult education arts courses are offered at Sevenoaks Adult Education Centre.

On the eastern edge of the town is Knole, a National Trust house and park which includes a conservation studio.

A range of festivals and events enliven the town's public realm including a literary festival. Sevenoaks annual Summer Festival bring together professional and community arts programmes. With no central public square, outdoor events occupy smaller spaces around the town centre.

These include parks and greenspaces. The Vine accommodates a bandstand and hosts markets. Knole Environmental Park incorporates an amphitheatre which can be used for outdoor performances and events. Knole itself runs an outdoor activity programme. The central market area at Bligh's Meadow Shopping Centre occasionally hosts outdoor community activity.

One-in-ten UK jobs are in the creative economy and the creative industries sector contributed £101.5bn to the UK economy in 2017, a 53.1% increase since 2010.

Sevenoaks benefits from a thriving creative economy. The Digital and Creative Sector employs over 1600 people in the district council area. This sector grew by 30% between 2011 and 2016 and is made up of a large number of highly mobile freelance professionals and micro entrepreneurs (BRES 2016 British Register and Employment Survey).

The existing Second Floor Studios provide affordable workspace for artists and makers on the High Street, using a temporary vacant building but there are currently few permanent affordable spaces in Sevenoaks for creative practitioners and small creative enterprises to work and flourish.

In order to sustain growth in the sector a range of affordable flexible workspaces are required. Some of this provision may also be able to showcase the work of local makers designers and artists further enhancing the towns cultural offer.

"The ways in which cultural 'anchors' relate to their surroundings and are open to them is probably as important as what goes on in them."

Centre for London
2016

Policy Principles

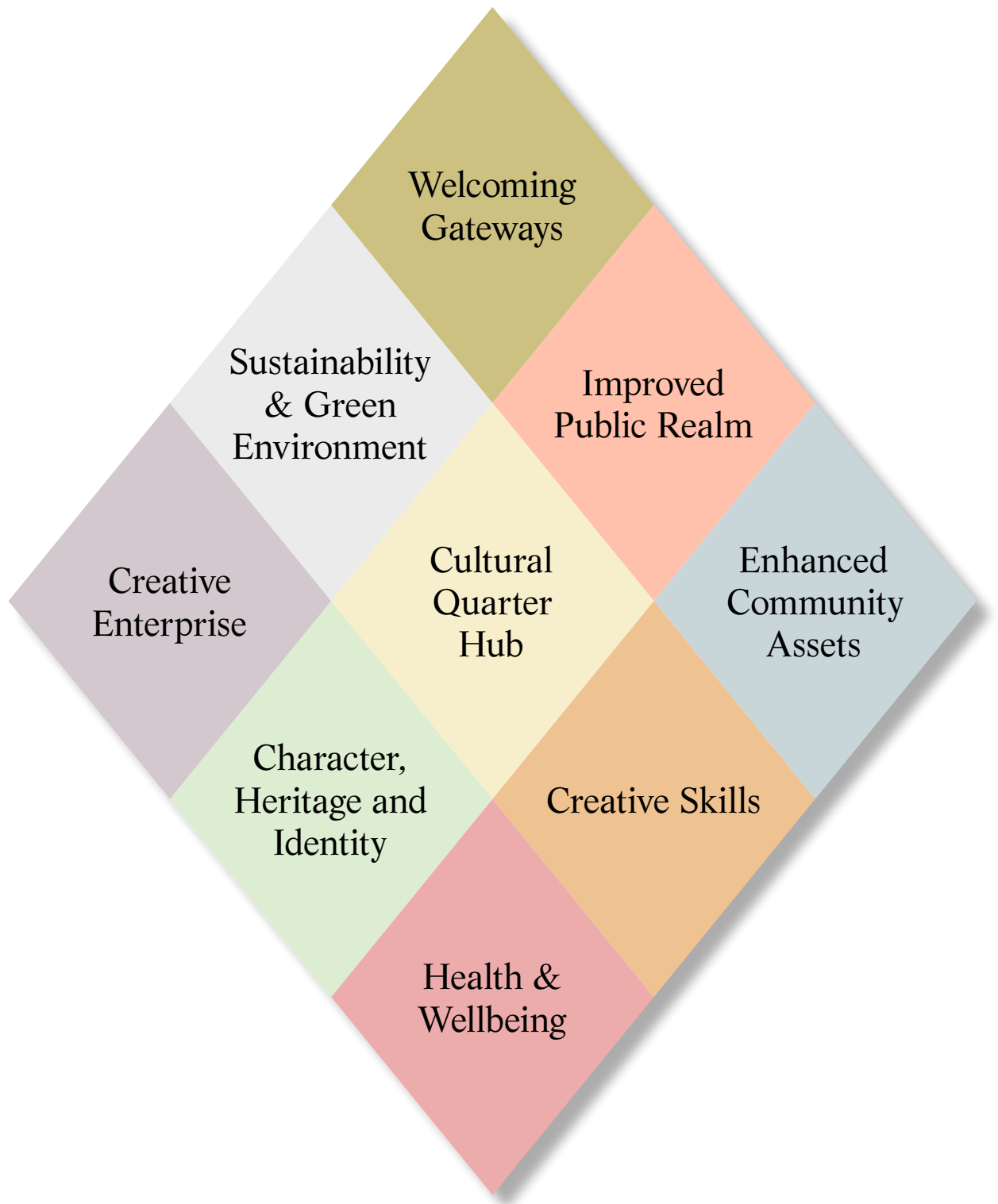
The ambition to strengthen culture focused around a cultural quarter hub in Sevenoaks Town is consistent with local policy.

The Sevenoaks Local Plan seeks to promote and enhance a vibrant town centre. Policy seek to protect the distinctive character and heritage of the town centre. The plan also references National Planning Guidance which supports leisure, entertainment, office, retail, arts, culture and tourism usages in the town centres.

The Sevenoaks Neighbourhood Plan sets a 15 -20 year vision for the town which embraces seven themes. Theme Five promotes culture and community, with objective 12 establishing the ambitions to: develop and promote a cultural quarter in the town centre, enhance the towns cultural offer and improve access to existing cultural assets.

The Kent Cultural Strategy **Inspirational Creativity: Transforming Lives Everyday 2017-27** encourages the growth of creative clusters and places ‘where creativity is at the heart of everyday life’.

There is exciting potential for culture to support delivery of all seven themes in the Neighbourhood Plan, with a particular focus on promoting the following objectives:



Development Aspiration

The Neighbourhood Plan vision looks to the next 15-20 years in Sevenoaks Town. A number of sites have been identified where there is scope for high quality development of the built environment and public realm and for new uses. Some of these present exciting opportunities to enhance and diversify Sevenoaks cultural offer.

There is an aspiration to include new cultural facilities as part of strengthening a central cultural quarter. This includes the aim to provide new affordable workspace for artists and makers to create, show and sell work.

South Park Area

The current Post Office building is immediately beside The Stag Theatre and Arts Centre. This large site is already earmarked for provision of new creative workspace with public facing exhibition space and for creative retail on the ground floor facing onto the street.

Together with creative studios, this would boost permanent cultural production space in the town. Opening onto a modest new outdoor space, there would be new opportunities for the local community to engage and participate in creative activities. It would also boost the town's creative community with potential collaborative and economic benefits.

The Stag itself has benefited from updating in recent years. Whilst thriving and popular, the interior would benefit from some sensitive updating to the interior, particularly the foyers and cafe bar, which would enhance this busy cherished asset and bring it's heritage even more successfully to the fore

for a contemporary audience, as seen at the recently refurbished Bat and Ball Station. Additionally there is potential to expand at the side and rear with an improved walkway.

Bus Station

This large scale potential redevelopment area is located between the two town centre high streets and offers significant scope for regeneration. It is recommended to explore how culture can be part of opening up and improving this site, to include new access routes through to increase permeability and improve access around the town centre.

Connecting Routes

Culture can support improved movement, way finding and feelings of safety around the town centre.

Improved signposting will help people to find their way around the town and to cultural venues, offering a more welcoming environment for visitors. Creative signposting and wayfinding can draw attention and can bring humour and colour or reflect local heritage.

Some key routes, within the town centre and from key gateways such as the arrival point into Sevenoaks from the main station north of the town centre and from car parks, can be improved through cultural interventions such as public art and creative lighting. Commissioned sensitively and with regard for the immediate town context and local heritage, these initiatives could substantially improve the appeal and experience of the public realm, and raise the profile of cultural venues and spaces.

Animating the Public Realm

As part of a vision to raise the profile and quality of culture in Sevenoaks, additional cultural programming at key anchor points and public spaces will help to animate the town centre, bring out local talent and add to the town's welcome offer for visitors and local residents alike. This may include Street Art, Outdoor Arts, dance, music and temporary public art. Development funding for public arts can support this aim.

Where there are opportunities to improve public spaces to allow for and invite outdoor arts activity, this will enhance provision and lay the foundations for a more animated vibrant town centre experience, with opportunities for people to share and showcase their creativity.

Young People and Skills

With increased cultural provision in Sevenoaks Town, there will be more opportunities for local youth people to participate in cultural activity and to be part of creating it. This may include co-commissioning or co-designing public art. In so doing, new skills will be developed which can support individuals in their personal and professional lives.



Images top to bottom;
Post Office Site
Bus Station
Town Centre Walkway
Sevenoaks Summer Festival
All © Sevenoaks Town Council

Inspiration > Public Art

Public art can enhance and transform unloved public realm and highlight pedestrian routes, injecting playfulness, colour and texture. Public Art Guidance helps to set ambition and ensure high quality through best practice approaches to commissioning.

Walkways

Artist Tod Hanson collaborated with Metropolitan Workshop as part of a Balham Town Centre Improvements Programme, incorporating public art.

Green faience tiling references similar tiling used in the nearby underground, bringing a heritage influence. Local architectural detailing is brought into a playful textural patterning.

The dark walkway beneath a railway bridge is transformed and beautifully lit at night, making the underpass feel safer and more welcoming.



Images © Simon Kennedy Network & © Tod Hanson



Lighting

Creative and artist commissioned lighting brings interest and playful animation to dark or dingy walkways as well as creating focal points.

Lighting commissions can be interactive or data led, responding to passing footfall, or can be programmable to change colour or move. More simple interventions can just bring some shape and colour whether above head height or embedded into the ground surface.

Public realm improvements such as these can make passageways and pedestrian routes feel safer and more welcoming.

Images © Slingsby Place &
© Andrea Polli, Garrison Canal, Pittsburgh

Inspiration

> Creative Design

Public art and creative design can provide innovative wayfinding, seating and planting solutions and aid heritage interpretation. A local Design Guide can bring together a cohesive design approach and Sevenoaks is beginning to use Design Review Panels.

Wayfinding

Creative wayfinding features help people to move around the public realm. At the same time, schemes can highlight local history and heritage stories.

Public art commissions can be guided by briefs which require local heritage to be emphasised and interpreted.

More traditional way finding such as Legible London signage can incorporate local maps illustrating key locations and pedestrian and cycle routes.

Images Fleet on Foot, Folkstone © Jonathan Wright & Fixing the Link, Colchester © D-P-Q



Street Greening

Public realm design that integrates planting, softens and adds interest to the street scene and supports local efforts to mitigate pollution and increase biodiversity.

Integrated seating creates small pocket parks and appealing spaces for people to rest and chat in urban areas, or can highlight key or alternative routes through town centres.

Interesting use of materials, colour and pattern or imagery, create focal points adding vibrancy to the street and together with planting, supporting general health and wellbeing.



Images © The Decorators & © D-P-Q

Inspiration

> Culture Spaces

Creative studios with exhibition & selling space supports the local economy and helps to build a creative community through open studios, talks, events, exhibitions and learning opportunities.

Creative Workspace

Easteigh Town Council purchased an old post office sorting office in 2013 to provide affordable artist and maker studios in the heart of the town centre to support local creative enterprise.

This thriving dynamic space provides small creative businesses with business advice, and creatives can showcase their work through exhibition and selling opportunities. Studios open to the public several times a year to enjoy viewing and purchasing work.

A flexible events space is available for hire for workshops, talks and meetings adding to the local community and business offer.



Images © The Sorting Office & © Tumble and Rose



Community & Co-Located Arts Space

Arts 4 Space is a London and Wales based community arts organisation and an award winning not-for-profit social enterprise. Founded and run by professional artists for over 10 years, they offer public arts commissions, community workshops and training. They work with community, housing and health organisations to improve lives.

In Thamesmead, a multi-use cultural enterprise centre is being created in partnership with Bow Arts. Lakeside Centre will offer 40 new affordable creative workspaces for local artists, designers and makers together with a flexible café, an enterprise hire and training kitchen and a YMCA nursery for local families.



Images © Art4Space & © Bow Arts

Inspiration

> Outdoor Performance

Arts festivals, live music and events bring local communities together, celebrate what is unique about local places, showcase talent and encourage footfall.

Festivals

Combining local arts with invited professional culture raises quality and aspiration and brings greater footfall.

Imagine Watford is a celebratory, town centre annual festival. It is a high impact cultural event that showcases excellence in the outdoor arts, with audiences of 75,000-80,000 people annually.

Eastleigh Unwrapped is another outdoor arts-focused day across the town centre which utilises a range of outdoor spaces, and with touring theatre for all ages.

Images Whirling Dervish © Vanessa White & Handmade Theatre, Eastlight Unwrapped © Farrows Creative



Town Centre Live Music

Spaces in town centres which allow and encourage performance give a chance for local talent to be shared and for the community to gather and enjoy different kinds of music.

This might be through organised festivals, impromptu performances such as flash mobs, or licensed busking. Allocating specific areas where buskers are welcome can encourage informal music and allow musicians to perform in public.

On London Transport underground stations, designated busking sites allow live singing and music bring a welcome change of mood to break up the daily journey.

Images © Northampton Music Festival & © Croydon Music and Arts



Inspiration

> Contemporary Heritage

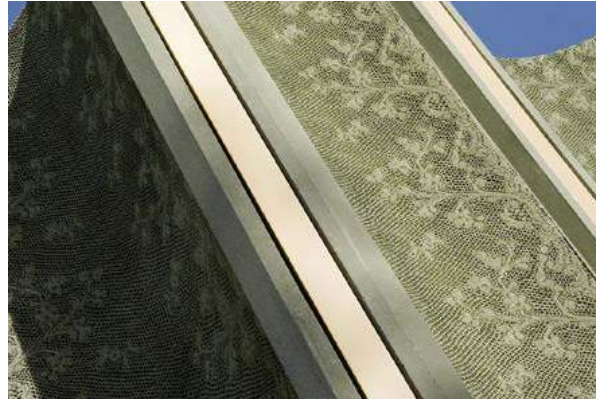
Bringing culture into town centres is an opportunity to celebrate local heritage through inventive architecture, public realm and public art, allowing local stories to be shared, adding character and strengthening local identity.

Architecture & Heritage

When Nottingham's new contemporary gallery was designed, an artist worked with the architect to integrate the area's lace making heritage into the building facade with beautiful detailing.

A housing scheme in south London drew on its Victorian beginnings when an artist was commissioned to devise detailing for the brick facade at key points around the scheme and a local pineapple motif, symbol of hospitality, was integrated within a set of resident gates, enriching the public realm and adding intimacy.

Images © Nottingham Contemporary &
© Rodney Harris and Peabody



Heritage Stories

Telling local stories about places helps to solidify unique local identities and helps people to feel affinity with their local area, seeing places that are familiar in a different and positive light.

There are many ways to bring stories to life in ways that are appealing and accessible to a broad audience including digital trails, text embedded in the public realm, public art and live walking tours and performances.



Images © Calvium & © D-P-Q

Inspiration

> Promoting Culture

Appealing promotion of local culture and creative opportunities can increase participation in activity and build footfall to cultural venues and events, supporting the local economy.

Creative promotion

Creative approaches to promoting local cultural and creative activity draws attention and builds a local cultural audience, ensuring the local community and visitors know what is happening.

Bespoke signage, maps and websites all build a sense of interest and intrigue, ensuring different audiences of all ages are reached.

Joint marketing across culture and business also builds footfall, benefiting the whole town centre.



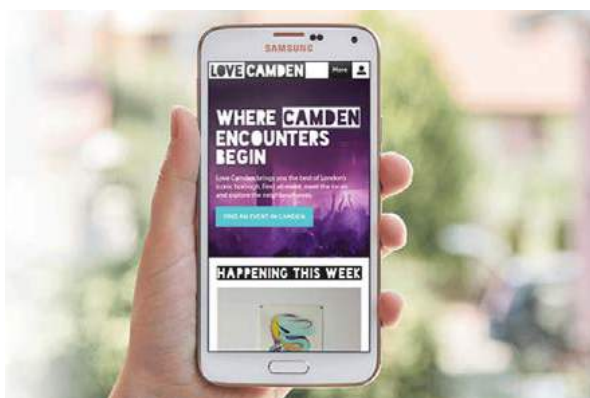
Images © The Decorators & @ What Next? Wandsworth



Culture Online

A local website or app that brings all local cultural and creative activity together will boost the local economy and ensure the local community and visitors to the town centre have easily available information about what's on.

This might offer links to local businesses such as cafes, bars and restaurants and create a space for local offers such as pre theatre meals.



Images ©

Inspiration

> Future Generations

Young people can benefit from the exciting opportunities presented through creative regeneration projects. They can develop new creative skills as well as team work, self expression and confidence, to support personal development, their education and future career skills.

Co-Producing

Primary school students worked with D-P-Q as co-commissioners to devise a new fence boundary between their new school building and a new pedestrian walkway in Battersea.

The students used creative thinking to learn about the commissioning process, materials and fabrication.

Their experience working with professional designers and developers was also informative and raised awareness of future careers.



Images Push and Pull © D-P-Q



Youth Involvement in local development

This youth-led café and bike workshop initiative in Winchester responded to what the community might want and need along a cycle route, resulting in a new community café designed to reflect the railway setting.

The social enterprise cafe which opened in late 2019 is owned by youth arts charity SPUD and operated by local Community Interest Company Bespoke Biking.

Images © Handlebar Cafe & SPUD

Inspiration > Future Generations

Young people can act as commissioners & co-producers for public realm and public art projects, gaining new skills and building ownership and understanding of their local area.

Co-Commissioning

Artist Conrad Shawcross has been commissioned by local school children to create a major new art work for Ramsgate Royal Harbour in 2020.

This is part of a project to encourage local people to get involved with cultural organisations and shape the place where they live.

Led by Turner Contemporary, the young 'artists and heritage leaders' learned about the heritage of Ramsgate and recruited artists and heritage researchers for the project.

Images © Turner Contemporary



Co-Producing a Temporary Pavilion

This temporary pavilion project was part of a local cultural education programme. Local secondary school students worked with creative practice D-P-Q, local arts organisation Pump House Gallery and a structural engineer.

The joint design was influenced by nearby lakes and the old pumping station location. Water pipes were woven between a scaffold framework to form a colourful space which was used for creative community events, and reused again the following year.

Images © D-P-Q



Implementation Guidance

In addition to policy, the establishment of a high quality cultural quarter in Sevenoaks will require appropriate processes for commissioning to be put in place, and a clear plan for the commitment of financial and human resources to be developed.

Policy

The following policy work is underway and aligned together will form a robust basis

- Adoption of Neighbourhood Plan (Local Referendum, expected 2019)
- Adoption of Characterisation Policy relating to the historic environment in the town (Local Plan)
- Adoption of Cultural Vision Statement (in support of the Neighbourhood Plan)
- Adoption of Town Design Guidance and Design Review Process (Town and District Council)
- Preparation of clear development briefs which include articulation of cultural ambitions for the key development sites (District Council with Town Council input)

Process

In order to implement a clear plan, it is recommended to produce the following:

- Development of a Cultural Action Plan and Business Plan
- Development of Public Art Commissioning Guide
- Development of process for joint marketing of the town's cultural offer involving the town council, county council (library and museum), District Council, The National Trust and other key players e.g. Sevenoaks school. Including Web and Social Media
- The creation of a cultural forum engaging key stakeholders in the process of taking forward cultural plans and policy including the establishment of the cultural offer in the town. It will also be important to establish a process for collectively evaluating process.

Resources

Appropriately skilled capacity will be needed to:

- Engage with planners and developers to secure long-term sustainable opportunities to enhance the cultural offer
- Facilitate community and stakeholder engagement including with young people
- Commission public art & procure and programme cultural activity
- Oversee marketing and promotion

Resources may be derived from:

- CIL and Developer Contributions
- Grant Funding and Sponsorship
- Town Council Resources
- Sales and Community Contributions

Cultural Commissioning

Appropriately skilled expertise will be needed to:

- Action the Public Art Commissioning Guide
- Bring creative vision and set clear ambitious artist project briefs
- Define, encourage and facilitate community and stakeholder engagement & involvement
- Support and guide artists
- Ensure quality, aspiration and effective evaluation
- Coordinate communications to maximise engagement

Commissioned by Sevenoaks Town Council

Produced by:
Dallas-Pierce-Quintero and Charles Freeman
Projects

Designed by:
Dallas-Pierce-Quintero

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About Dallas-Pierce-Quintero

Dallas-Pierce-Quintero is passionate about using art and design to enrich people's lives. The studio enlivens public spaces, crafts beautiful architecture, creates meaningful public art and envisages cultural strategies for places experiencing change.

Experience in delivering art and architecture projects gives the studio a unique advantage in working with local government, developers and cultural organisations to develop cultural strategies for places undergoing transformation.

Dallas-Pierce-Quintero has successfully delivered cultural strategies for developments across the UK, each with their own unique challenges and aspirations.

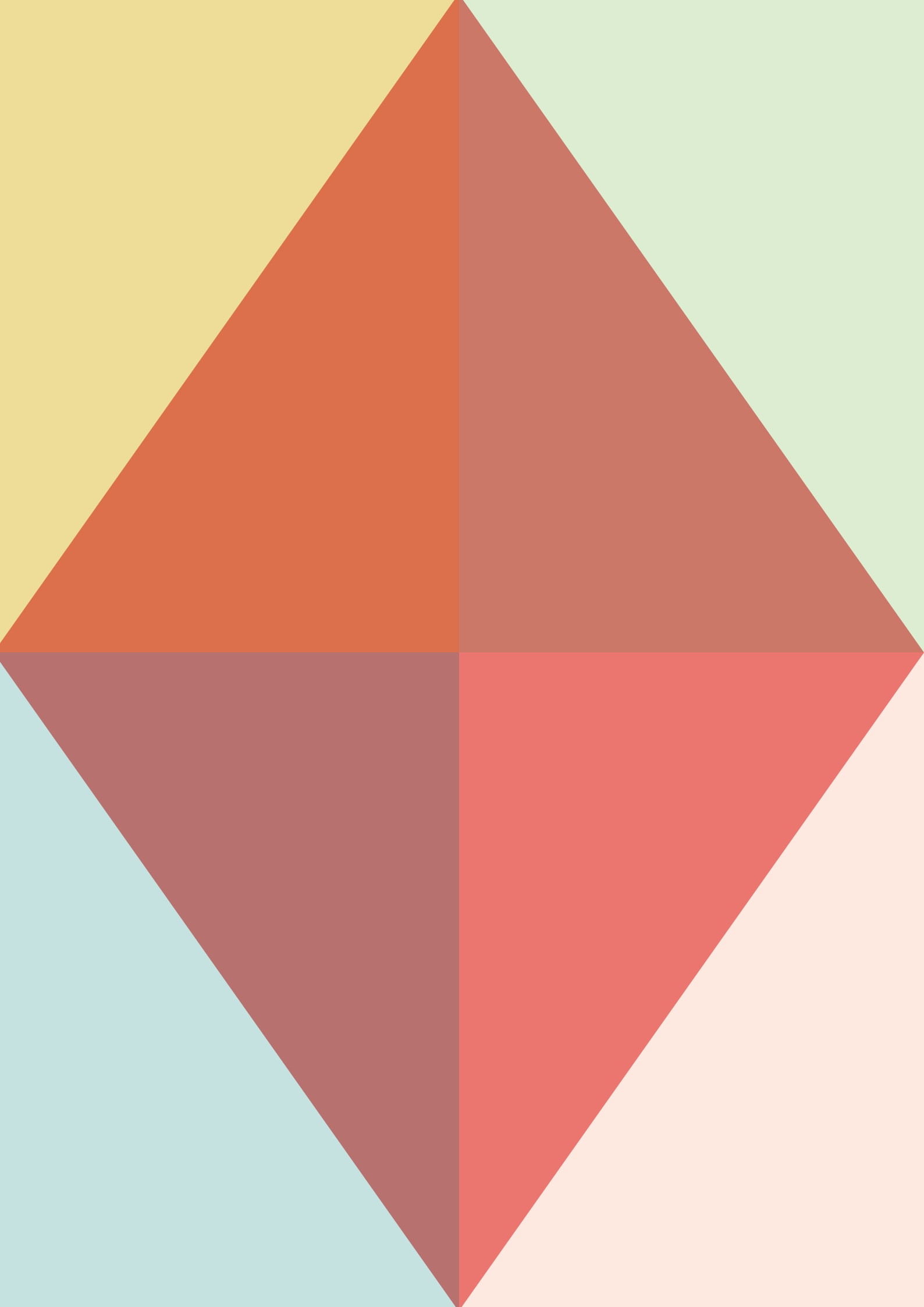
The studio's work is highly site-specific; exploring places, spaces and engaging the people that inhabit them through on-going dialogue to highlight existing cultural assets and define a foundation from which to build a vision for the future.

About Charles Freeman Projects

Charles has 30 years' experience of policy development in the Culture and Economic Development Sectors. He started his career in Local Government, before joining Sport England and then becoming Executive Director of Culture South East, where he established a pioneering project to embed cultural policy in the then Government's sustainable community growth areas. Charles also worked with the Town and Country Planning Association to develop National Guidance identifying ways the spatial planning system can be used to enhance access to culture.

Current projects focus on, Place Shaping, Cultural Planning, Creative Industry Strategy, the development of Creative Workspace, and the provision of Support for Creative Entrepreneurs.

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APPENDIX D: SPORTS STRATEGY





Sevenoaks Town Sports Strategy 2013 – 2015 (Updated 28.07.2015)

Contents

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1	Audit of current sports provision and activities within Sevenoaks
1	Responses from Questionnaire
2	Prepare in consultation with sports organisations and the local community a long term Sevenoaks Sports Strategy including aspirations and blue skies thinking, noting flexibility and trends, for future sports provision.
2	Methodology
3	To consider how sports organisations can work together to ensure the long term sustainability of current and future sports provision.
4	Research the feasibility (including funding, land allocation, shared usage and planning requirements) of achieving the sports provisions identified within the Sports Strategy for Sevenoaks.
5	To produce a timetable for delivery – subject to other points identified.



Appendices

A	Sevenoaks Sports Strategy Questionnaire
B	Minutes of Meeting held on 25th April 2013
C	Minutes of Meeting held on 1st October 2013
D	Minutes of the meeting held on 13th February 2014
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Aim of the Sevenoaks Sports Strategy



Sevenoaks Town Council had taken the decision to put in place long term plans for the redevelopment of the Raleys site including the future provision of the Raleys Gym and the Indoor Cricket School. In considering the replacement of the same or similar facilities it seemed sensible to consider the potential for shared use of facilities.

It has also been noted that some sports organisations were either struggling with current facilities and or had ambitious plans for the future which needed to be sustainable.

During 2013 Sevenoaks Town Council facilitated the bringing together of as many sports organisations (including schools) as possible to work together and to consider all of the following aims:

- 1 To carry out an audit of current sports provision and activities within Sevenoaks
- 2 To prepare in consultation with sports organisations and the local community a long term Sevenoaks Sports Strategy including aspirations and blue skies thinking, noting flexibility and trends, for future sports provision.
- 3 To consider how sports organisations can work together to ensure the long term sustainability of current and future sports provision.
- 4 Research the feasibility (including funding, land allocation, shared usage and planning requirements) of achieving the sports provisions identified within the Sports Strategy for Sevenoaks.
- 5 To produce a timetable for delivery – subject to other points identified. Figure 1: Employment by industry

1 Provision & Activities



To carry out an audit of current sports provision and activities within sevenoaks.

The following organisations have been involved with the creation of the Sevenoaks Sports Strategy.

Barnies Day Nursery	Sevenoaks School
Henry Cooper Junior Masters Golf Championships	Sevenoaks District Sports Council
Kent County Council	Sevenoaks Town Junior Football Club
Kent Cricket Board	Sevenoaks Ladies Joggers
Kent Sport	Sevenoaks Zumba
Oaks Martial Arts	Sevenoaks Outdoor Bowls Club
Oaks Blokes Joggers	Sevenoaks Indoor Bowls Club
Raleys Gym	Sevenoaks Rugby Football Club
Riverhead Parish Council	Sevenoaks Triathlon
Sencio	Sevenoaks Lawn Tennis Club
West Heath School	Sevenoaks District Council
Sevenoaks Archery	Sevenoaks Vine Cricket Club
Sevenoaks Suns Basketball Club	Sevenoaks Hockey Club
Sevenoaks Town Council	Sevenoaks Tennis Academy
Sevenoaks Primary School	Sevenoaks Vine Pavilion Club
Sevenoaks Swimming Club	Kent Association of Cricket Clubs
Sevenoaks Basketball	Sevenoaks Power Football Club
Hollybush Residents Association	Up and Running
Mojo Running and Fitness	Cross Fit Training
Riverhead Angels	Sevenoaks Athletics
Sevenoaks Badminton Club	

During the summer of 2013 an online questionnaire (Appendix A) was distributed to enable an audit of current provision and activities to be prepared. Please see below for responses:

Name of sports club/organisation	Needs/aspirations	Current Facilities	Current Activities	Current shared use	Potential shared use	Number of members	Facilities used outside
1 Oaks Blokes	Free car parking Access to showers Sports hall 1-2 hours per week Support in advertising and marketing	Free car parking in Hollybush and toilets on agreement from coffee shop	Coached running groups. Back to running group	Lodge Coffee shop		80	Sevenoaks
2 Sevenoaks Zumba	Dance studio with separate room for consultations re obesity	Use of Sevenoaks Community Centre and hall at Kensing	Zumba dance fitness classes and workshops Dance performance 100% guaranteed weight loss programme	Other hall users		2000	Kensing hall
3 Sevenoaks Lawn Tennis Club	Indoor tennis facilities More tennis courts	4 floodlit artificial clay pitches 2 floodlit porous acrylic courts 1 macadam court Fully equipped club house	Tennis coaching			500 playing 80 non playing	

4	Sevenoaks Indoor Bowls Club	Extension of current needs Renewal of facilities	8 rink bowls facility Own centre with 2 x Wi-Fi function rooms 2 x changing rooms	Active bowls club Hire of rooms for community groups	400		
5	Sevenoaks Town Junior Football Club	3g or 4g pitch changing facilities training facilities mini soccer pitches	1 x adult football pitch 1 x youth football pitch 4 x mini soccer pitches 1 x club house	Provide football coaching and organised matches for 32 teams aged 6 – 18 years old. Support Sevenoaks power wheelchair team. Saturday morning community club Holiday football camps	500 (5-18)		Sevenoaks Primary School, Otford Primary School, Kemsing Rec, Halstead Rec, Knole Academy, Sencio, Astro, kemsing Primary School, Seal Rec, Sevenoaks Preparatory School

	Name of sports club/ organisation	Needs/aspirations	Current Facilities	Current Activities	Current shared use	Potential shared use	Number of members	Facilities used outside Sevenoaks
6	Shona's Runners	Parking and toilets		Recreational running group for women			50	
7	Up and Running	Publicity		Running group for women who experience depression or anxiety			3 courses per year average 6 per course	

8	Sevenoaks Vine Cricket Club	<p>Disabled access to the pavilion</p> <p>Replacement of indoor cricket school Rationalisation – too many sides</p> <p>Update facilities to meet ECB clubmark</p> <p>Update showers New / reengineered groundsman's hut & new roller. Anti-vandal sight screens. Secure method of placing ground sheets to protect the square and bowlers run up. Smoother surfaces (address bumps and grub issues). Insulate the pavilion. Renovate the interior. Install new energy system. Rainwater harvesting system. Level pushchair / wheelchair path, Hollybush Lane entrance. Increase membership</p> <p>Ground share partner for winter months. Share pavilion with 'room based' group. If the hockey club move away would need help re upkeep of the pavilion</p>	25 year lease on Sevenoaks common Grade II Pavilion Orchard Field, Otford	6 junior age groups An academy 3 senior Saturday league sides 1 x over 40 side	Pavilion shared with hockey club	Junior football	150 juniors 40 seniors 40 over 40 110 non playing	Otford Seveoaks School, Tonbridge School, The Oval Lords
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	Name of sports club/organisation	Needs/aspirations	Current Facilities	Current Activities	Current shared use	Potential shared use	Number of members	Facilities used outside Sevenoaks
9	Sevenoaks Ladies Joggers	Free parking Toilets Refreshments Access to footpath & bridleways Publicity Funding for training	Use Hollybush Rec				562	
10	Sencio Community Leisure Centre	Investment in local sports coaching and sports development strategies Closer working relationships to promote particular sports and particular target groups	25m pool Teaching pool Separate indoor pool 60 station gym 4 badminton court sports hall Coaching facilities Meeting room Wilderness 4 badminton court sports hall Squash courts All weather pitch Tennis courts		Agreement with KCC as day centre			

11	Sevenoaks Bowling Club	Recruitment for more members	Outdoor bowling green for up to 8 rinks Clubhouse with bar and kitchen Dressing rooms	Outdoor bowling with social events Friendly matches against other clubs; Thursday night club league with fish and chip supper; club competitions; coaching	47 Men 22 Ladies 2 Juniors 22 social members		
12	Barnies Day Nursery	Need new facilities on closure of Raleys		Child care for children from birth to 11, nursery and out of school and crèche facilities			
13	Sevenoaks Suns Basketball	Funding Place to practice	Some use of Sevenoaks School (time limited)	Basketball for mixed abilities some representing County and England	100 Children 30 Adults		

14 Sevenoaks Hockey Club	2 astro turf pitches in same location ideally.	Vine Pavilion for teas and changing rooms. Hollybush Lane astro pitch leased from council. Knole Academy East astro hired from Sencio, Sevenoaks School astro for juniors on Sunday.	Hockey for all ages from Vets to 5 years old.	We share our Astro with Hollybush Lane football, lacrosse schools	Yes: Tennis, football, cricket training etc.	250 Adults 350 juniors
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Additional Comments

The new grammar/free school at Wildernesse has the opportunity to resolve the removal of Raleys indoor cricket nets, adding an indoor training facility that would be useful.

a. Whilst my running group may currently not have a significant role to play in considering sports facilities in Sevenoaks in that our requirements are quite limited its role in promoting health and community cohesion I think are growing significantly as the club grows each year on year. My sister club SLJ are several hundred in size. We take those people who are mostly middle aged and unhealthy and work with them to help them lose weight and gain fitness. The health benefits of this are significant as these kinds tend to be high risk groups. Support in marketing and advertising would be a great benefit.

b. Recommend involving Kent County Council and Sevenoaks District Council in the creation of the Sports Strategy

2 Methodology



To prepare in consultation with sports organisations and the local community a long term Sevenoaks Sports Strategy including aspirations and blue skies thinking, noting flexibility and trends, for future sports provision.

Meetings (see dates below) were arranged and opened to all interested parties whether they were sports specialists, sports organisations, schools, resident groups, Councillors or interested members of the public.

Meeting Dates

25th April 2013	Appendix B
1st October 2013	Appendix C
13th February 2014	Appendix D
16th July 2014	Appendix E
30th October 2014	Appendix F
13th January 2015	Appendix G
28th April 2015	Appendix H
28th July 2015	Appendix I

The meetings were initiated to share topics and issues of common interest, learn from each other and more about each other, network, and be informed about Sevenoaks Town Council's future requirements particularly in relation to the proposed closure of Raleys Gym and the Indoor Cricket School.

Those attending the meetings were encouraged to spread the word about the Sevenoaks Sports Strategy and encourage others to become involved.

In addition people were encouraged between to meet up informally and discuss how organisations could work together to ensure that sports provision in Sevenoaks remained sustainable.

Notes of the meetings were taken and distributed to all who had registered an interest in receiving the information.

A questionnaire was created and the incoming data compiled and distributed again to all interested in receiving the information.

The findings from all of the above have been put together to form this draft document which will then be distributed for further consultation.

3 Considerations



To consider how and research the feasibility of sports organisations working together to ensure the long term sustainability of current and future sports provision. Within this to consider inclusion of funding, land allocation, shared usage and planning requirements to achieve the sports provisions identified within the Sport Strategy of Sevenoaks.

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
A	Greatness Recreation Ground Appendix K	Creation of new sports pavilion/community building, including café and public toilets. Improvements to current changing facilities adjacent to pitch 1.	Football Aerobics? Zumba? Joggers / Running Groups Basketball? Outdoor gym Skateboarding	£800,000	Recommendations from Greatness Environs Working Party includes representatives from Sevenoaks Town Council; Greatness Residents Association; Sevenoaks Junior Football Club. Revised proposal to improve football facilities adjacent to pitch 1 Sevenoaks Junior Football Club and Greatness Residents Association want to pursue option 1. Pre planning advice being sought.	2016

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		A2 Current pavilion refurbished as community facility to include public toilets, café and small community room		£50,000	Refurbishment following drawing up of plans. On hold see A1 above	On hold
		A3 Outdoor Gym facility	Free Sports	£15,000	Completed	April 2014
		A4 Installation of 3G pitch?	Football	£500,000	Pre planning advice obtained. Planning application September 2015. Construction May 2016	

Ref	Location		Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		A5	Improvements to Greatness environs.		TBC	Public consultation June 2013. Note potential issues re Green Belt land. Long term aspiration items and to proceed subject to planning and funding requirements	
B	Vine	B1	Refurbish Vine Pavilion and enable disabled access	Cricket Winter Sport – football?	£50,000	Vine Pavilion within conservation area. STC to prepare drawings. Initial drawings obtained, some queries to be addressed.	2015
		B2	More energy efficient		TBC		

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		B3 Seek additional winter sport for use of facilities should hockey move to another venue. Hockey Club still had aspirations to move to another venue with two all weather pitches alongside club house.		TBC		
		B4 Upgrade public toilets.		£20,000	Grant obtained from KCC	April 2015
		B5 2 x outdoor practice nets to be removed.	Cricket	£300,000		
		B6 Outdoor storage required for equipment	Cricket	TBC		

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
C	Knole Paddock	C1 Improve drainage to rugby pitches	Cricket Winter Sport – football?	£50,000	Green belt/planning policies to be considered. Grant obtained Following outline proposals to proceed subject to planning and finance requirements Quotation obtained. commence August 2015	2015
		C2 More energy efficient	Rugby Cricket Tennis Football	£60,000 est. £40,000 if confirmed	Green belt/planning policies to be considered. Grant obtained Following outline proposals to proceed subject to planning and finance requirements Quotation obtained. Work to commence August 2015	August 2015

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		C2 Installation of 3G pitch. Request to consider installing 2nd astro pitch for Hockey.	Football Hockey	£500,000 to £750,000 £500,000	Planning, funding and public consultation to be considered particularly regarding Green Belt matters. Research on demand for facilities (see appendix N)	
		C3 Installation of MUGA		£35,000		
		C4 Improved SRFC pavilion facilities for spectators	Rugby Cricket Football	£20,000 (combined grant)	Grant obtained, planning permission being applied for. Work completed.	October 2014

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
	C5	Retention of Cricket Pitch	Cricket		Site meeting held March 2015	
	C6	Retention of Football Pitch	Football?			
	C7	Enable long term sustainability of Lawn Tennis Club	Tennis			
	C8	Raleys Gym to be closed and area redeveloped		£95,000	Relocated to Sencio	TBC
	C9	Remove some strain on parking issues. Grass crete for 46 spaces as overflow car park		£15,000	Grant obtained. Planning permission to be applied for. Work completed	2014

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
D	Hollybush Recreation Ground	D1 Indoor Bowls Club altered to enable shared club house with other sports and space for Indoor Cricket School	Indoor Bowls Outdoor Bowls Tennis Hockey Joggers/Running Groups Taekwondo Archery Judo Cricket		Park owned and managed by Sevenoaks District Council. SDC to confirm Agreement. STC to prepare Business Plan and drawings. Hollybush Resident Association raised some concerns about aesthetics. Alternative option for indoor cricket at Wildernesse school site being researched. Cricket school at Indoor Bowls result not viable	
		D2 Additional tennis facilities – including indoor provision potentially using 'blimps'	Tennis		Hollybush Resident Association requested if progressed facility be excavated down.	

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		D3 3G Hockey pitch?			Concerns expressed by Hollybush Residents Association re installation of proposed 3 / 4 G Hockey pitch and loss of open space see appendix J. Reviewing alternative options. Preferred option to use land elsewhere for 2 pitches and clubhouse.	
		D4 Partnership provision with adjacent schools				
		D5 Footbridge across Seal Hollow Road for link to Knole Paddock and improved pedestrian access.			To be considered within the Neighbourhood Development Plan.	

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
		D6 Expansion and improvement of lodge with public toilets, children's nursery and community facilities			Recommend to SDC (land owner) to prepare Strategic Plan for the area	
		D7 Strategic plan for Hollybush Park			Request SDC consider develop strategic plan include issues regarding public toilets and car parking.	
		D8 Consider provision of Cricket at Hollybush Park	Cricket			
		D9 Open space for running, children play, dog walking etc to remain				

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
E	Community Centre Appendix L	E1 Convert to two storey to potential replacement Raleys Gym.	Gymnastics Judo Taekwondo Dancing. Tennis Netball Tai Chi. Exercise Classes Zumba Indoor running & fitness Pole dancing Boxing Indoor Basketball? Cross Fit	£1,800,000 - £2,500,000	Agreed to proceed subject to planning and finance. Noted also part of LEP strategy for regeneration of Bat & Ball area. See STC Community Investment Plan Indoor basketball not possible within building	Plans for 2015 Build 2017
		E2 Retain outdoor multi sports facility		£100,000	Subject to space available in new plans	

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
F	Former Wilderness School Site	F1 Two new schools with sports provision.	Tennis, Football, Netball?, Hockey?, Mat sports, Basketball, Squash		Subject to government decision. Planning permission granted June 2014. Potential being discussed for following sports: Indoor cricket, archery, climbing wall, table tennis, netball, Dance/exercise, volleyball and running track	
		F2 Two new multi-use games areas				
		F3 Upgraded Sencio facilities				

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
G	Sencio Leisure Centre	G1 To support the long term sustainability of the facility.	Swimming Basketball Badminton Gym Aerobics Gymnastics			
		G2 Improve disability provision re basketball				
		G3 Incorporate current Raleys Gymnastics into Sencio		£95,000	Sencio confirmed that current Raleys facilities could be accommodated within Sencio. STC to contribute towards Sencio expansion for provision of Raleys Gym facilities, see STC Communit Investment Plan	TBC

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
H	Informal free access sports	To encourage provision for the following free access sports:	Outdoor gyms Table Tennis Running tracks Jogging Cycling Skateboard park Walking Dance Play equipment	£15,000 TBC TBC TBC TBC Maintenance costs TBC STC identified £120,000 in STC Community Investment Plan	First outdoor gym being installed in Greatness Recreation Ground. Grant funded. Cycling strategy to be incorporated into Neighbourhood Development Plan.	April 2014 2015
I	Traditional school sports lessons	Encourage schools to pay and use current sports organisations in partnership for traditional sports lessons.				

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
J	Spectators	Good facilities (including public toilets, viewing area under cover, refreshments) for spectators for all sports was identified as a key factor in sustainability of the sports clubs and buildings.	Rugby Cricket Football	£14,000	New spectator facilities adjacent to SRFC pavilion Building work completed. New facilities being provided for football at Greatness Park.	2015
K	School sites	Work in partnership with schools to provide sports provision to meet Sports governing bodies standards			Encourage schools to be more involved in Sports Strategy and providing details of their public facilities. Working with 2 new schools being built on Wildernesse site	
			Swimming Indoor cricket Cricket Rugby Badminton Dance and aerobic studio, Squash courts Fitness suite Indoor tennis Climbing wall		Investigate whether Hockey Club could use Hockey pitches.	

Ref	Location		Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
	Walthamstow Hall	K2		Yoga Swimming			
	Knole Academy	K3	Two new multi-use games areas	Football, Hockey, Badminton, Volleyball, Basketball, Dance Studio, 3G Pitch, Mugga Pitch, Tennis, Rugby, 4 Climbing Wall, 4 indoor cricket nets with professional bowling machine (Bola), "Life Fitness" Gym with "Boditrax" machine, indoor hockey and handball, junior basketball, studio for pilates, zumba, spinning, circuit training etc, trampoline rig, table tennis, sports party facilities.			

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
	Wilderness School site	K4				
	New School at West Health	K5	Swimming Tennis Cricket Football Rugby		Open at weekend for public use	
	New Beacon	K6	2x Astro pitches, swimming pool, 2x tennis courts. Lacrosse, hockey, football, cricket, Lewis Smith Gymnastics			

Ref	Location		Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
	Granville	K7		None			
	Walthamstow Hall Juniors	K8					
	Sevenoaks Primary	K9		Football Rugby Bike track			
	St Johns	K10		None			
	St Thomas'	K11		None			
	Lady Boswell	K12		None			

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
L	Partnerships with Neighbouring and or other authorities	To ensure that there is a clear exchange of information to avoid duplication of facilities in close proximity to each other.	Sailing		Working with KCC and SDC (re Sencio) St Michaels School.	
M	New sports sites	New sports sites within the town are extremely limited. Blue skies thinking could be to purchase land e.g. Bartram's Farm or Vestry Estate and build purpose built sports facilities and arena.			Costs are likely to be prohibitive. Such a venture could have a detrimental impact on the long term sustainability of other sports clubs	
N	New sports sites	Land adjacent to Greatness Recreation Ground available following completion of Tarmac operation	Additional sports pitches and leisure facilities		Allocation to be considered within Neighbourhood Plan	

Ref	Location	Outline Proposal	Sports Involved	Estimated costs	Feasibility	Target date
O	Access for disabled and vulnerable people	All facilities to be reviewed to address this aim	All sports	To be included within each project	Advice from appropriate governing bodies and local access group. Monkey survey report to be circulated	
P	Cycling provision	To work within the adopted Cycling Strategy			To be reviewed within Neighbourhood Development Plan	
Q	Golf	To support Golf Clubs encouraging young members to enable sustainability				

Note – Key sports provision need identified but without resolution to date.

1. Outdoor Basketball – free use.
2. Indoor Basketball Courts with spectator area. Club currently rents courts at approx. £60 - £100K per year.
3. Outdoor Netball courts with floodlights and facilities. – Potential Wilderness site.
4. Outdoor Archery provision. – Potential Wilderness site
5. Hockey 2 x 3G pitches in same location with clubhouse.
6. School sports facilities to meet sports governing bodies standards.
7. Indoor Tennis Courts provision.
8. Badminton Court provision.

4 Conclusion & Recommendations



Sevenoaks Town Sport Strategy Conclusion and Recommendations – subject to funding, planning requirements and public consultation.

A Greatness Recreation Ground

1. Creation of new sports pavilion/community building including café and public toilets
2. Enclosed pitch refurbished to 3G

B Vine

1. Refurbish Pavilion and enable disabled access
2. Upgrade public toilets
3. Remove practice nets
4. Provision of outdoor storage for equipment

C Knole Paddock

1. Improve drainage to sports pitches
2. Installation of 3G pitch
3. Improvement of spectator facilities at pavilion
4. Retention of Cricket Pitch
5. Retention of Football Pitch
6. Enable long term sustainability of Lawn Tennis Club
7. Close Raleys Gym and reinvest in new up to date facilities
8. Create additional overflow car park

D Hollybush Recreation Ground

1. Discontinue plan for Indoor Cricket School at Indoor Bowls Club
2. Review provision of additional tennis facilities
3. Review alternative land outside Hollybush Park for two artificial pitches and clubhouse (school site?)
4. Partnership with adjacent school for shared sports provision
5. Footpath across Seal Hollow Road link to Knole Paddock referred to Neighbourhood Development Plan
6. Encourage Sevenoaks District Council to create a strategic plan for the park to address needs for café, play area, public toilets and long term viability of bowls club and car parking
7. Retain public open space

E Community Centre

1. New centre
2. If possible retain outdoor sport provision (MUGA)

F Former Wilderness School Site

1. Include Indoor Cricket School provision
2. Upgrade sports facilities
3. 2 x new MUGA

G Sencio Leisure Centre

1. Support long term sustainability of the facility
2. Improve disability for basketball
3. Incorporate Raleys Gymnastics facilities

H Informal Free Access Sports

1. Encourage provision of the following throughout theb
Town: Outdoor gyms, table tennis, running tracks, jogging, cycling, skateboard park, walking, dance, play equipment.

I Spectators

1. Good facilities (including public toilets, viewing area, under cover, refreshments) for spectators for all sport was identified as a key factor in sustainability of the sports clubs and buildings

J School Sites

1. Work in partnership with schools to provide sports provision to meet sports governing bodies standards.
2. Encourage use of sports provision from local clubs for PE lessons
3. Partnership with neighbouring and other authorities
4. To ensure that there is a clear exchange of information to avoid duplication of facilities in close proximity to each other
5. Involve Sevenoaks School Support Development Officer

K New Sports Sites

1. Continue to review land available with 'Blue Skies' thinking for sports provision
2. Following Tarmac site completion reutilise land for sports and recreational facilities

L Access for disabled and vulnerable people

1. All facilities to aspire to reach this aim

M Non Site Specific

1. Outdoor Basketball – free use
2. Indoor Basketball Courts with spectator area. Club currently rents courts at approx.. £60-£100K per year.
3. Outdoor Netball Courts with floodlights and facilities – Potential Wilderness site.
4. Outdoor Archery provision – potential Wilderness site.
5. Hockey 2 x 3G pitches in same location with clubhouse
6. School sports facilities to meet sports governing bodies standards
7. Indoor Tennis courts provision
8. Badminton Courts
9. Cycling – support cycling strategy as part of the Neighbourhood Development Plan

N Sevenoaks Sport Strategy

1. To continue to meet two times per year in relation to reviewing and developing strategy.
2. To meet separately on site specific proposals with relevant stakeholders.

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APPENDIX E: NORTHERN SEVENOAKS MASTERPLAN



SEVENOAKS
COUNCIL

SEVENOAKS
COUNCIL



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STUDIO

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EXECUTIVE SUMMARY

PROJECT BACKGROUND

The masterplan for Northern Sevenoaks was commissioned by Sevenoaks Town Council in November 2016. Its remit is to examine the development potential of the northern part of Sevenoaks (the study area).

Sevenoaks Town Council commissioned the masterplan as part of their evidence base for their forthcoming Neighbourhood Plan. The Sevenoaks District Councils Core Strategy identifies the town as the primary strategic development location for the District. As such it is likely to face development pressure in the coming years. The Neighbourhood Plan will set out a vision of how this development should be guided over the next 15 - 20 years.

Through their preliminary work on this plan the Town Council's Neighbourhood Plan Steering Committee identified Northern Sevenoaks as one of the only areas of the town that was suitable for new development. It was also seen as an area with untapped potential that was in need of regeneration. It was therefore agreed that a dedicated masterplan would be prepared.

Urban Initiatives Studio and Regeneris were appointed in late 2016 to develop the vision for how Northern Sevenoaks could best develop over the coming decades. The masterplan will feed into the evidence base for both the emerging Neighbourhood Plan and the new Sevenoaks District Local Plan which is currently being prepared.

TOWN AND STUDY AREA

Sevenoaks is an attractive commuter town located to the south east of London with a population of 20,409 (census 2011). It dates back several hundred years with records of a settlement here emerging as early as the 13th century. Sevenoaks town has largely retained its historic character with the historic core focused around London Road and High Street and with a number of historic landmarks such as Knole House, The Vine Cricket Ground and Sevenoaks School adding character and identity.

The study area for the masterplan is different in character from the rest of Sevenoaks. Historically, the area developed later. For many years it was occupied by a series of country estates. The railway and Bat and Ball station arrived in 1865. A gas works, water works and several brickworks located to the area and it became a focus for employment and industry in the town. Through the 20th Century gravel extraction has led to the creation of a number of significant waterbodies.

Whilst some homes were built alongside the industry it was not until the inter-war period that the area was developed for housing. Sevenoaks first Council houses were built at Greatness with most homes in the area modest two storey semi detached and terraced houses.



These sit within a fragmented townscape that has developed around large footprint employment uses and the former railway sidings. There remains a conflict between the small-scale residential uses and larger footprint industrial uses. This is most noticeable around Bat and Ball station. Here the dominance of industrial uses creates a poor quality arrival experience with little to no activity after business hours to animate or enliven the area.

The study area is dominated by heavy traffic running along the A25 and A225 roads. These act as a barrier between Northern Sevenoaks, the town centre and the surrounding countryside. The railway line is a further barrier to movement in an east-west direction.

However, the area does have a number of very attractive features. The local centre at St Johns provides most of the areas local shopping needs and is home to Sevenoaks Hospital. The high street at St Johns, although in need of some regeneration, has some attractive character buildings.

The area benefits from good transport links including a direct rail link to London from Bat and Ball and good vehicular connections to the motorway network.

The area also benefits from an abundant selection of open spaces. The study area is home to the Sevenoaks Wildlife Reserve - a 71 Ha former gravel pit that has been given over to the public to enjoy.

More active pursuits can be undertaken at Greatness Recreation Ground which is owned by the Town Council. Facilities here include playing fields and a skate park. There are also a number of public rights of way and paths through the study area that connect it to the attractive countryside beyond. There is significant potential to link these spaces together and improve their offer.

BUILDING POSITIVE MOMENTUM

The aim of this masterplan is to address some of the negative features identified and to identify future opportunities. It builds upon some of the positive activities already happening.

The Town Council is currently developing proposals for a new community centre to the west of Bat and Ball station. As well as providing a new community facility and nursery it will open up access to the station from the west which will significantly improve pedestrian connections across the study area.

Simultaneously the Town Council has gained planning approval to refurbish the listed Bat and Ball Station building. This will be occupied by a new community cafe and meeting rooms. This, and the new community centre will help to bring the area around the station back to life.

Additionally, further positive development is set to occur in the north eastern part of the study area currently occupied as a gravel extraction site by Tarmac. They are set complete their gravel

extraction works by 2030. This area will then be re-profiled with the potential to become a new leisure focus for the town. This could include a large lake for watersports, a network of paths for cycling and walking and residential development in areas in close proximity to local facilities.

All of these projects have been integrated into the masterplan proposals

The masterplan was developed through a series of meetings and workshops with local people and stakeholders. A formal public consultation took place in May 2017. The views expressed through this process have informed the proposals set out in this document.

VISION AND OBJECTIVES

The masterplan vision and objectives were formed in close collaboration with Town Council, the public and stakeholders (including local landowners and organisations like the Kent Wildlife Trust).

Urban Initiatives Studio undertook a detailed analysis of the study area (see Section 1 of this document) and presented a number of potential development scenarios to stakeholders through a series of meetings and workshops. Their feedback was used to generate the vision and objectives for the project and shape the proposals in the plan.

The vision and objectives for the plan are included on the facing page.

PROJECT VISION

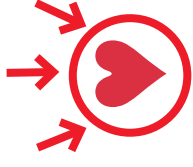
‘**NORTHERN SEVENOAKS** will be a successful and vibrant place with a strong identity that takes advantage of its good connections and easy access to open countryside. A neighbourhood that provides a variety of homes, excellent schools and local shops, facilities and employment opportunities; that is set within a landscape of open fields, lakes and woodland and where it is possible to buy and build your own home and be at one with nature.

The Sevenoaks Wildlife Reserve, Greatness Lake and Greatness Recreation Ground provide a unique and rich natural environment for both active sports and quiet contemplation and a network of safe routes provide easy access to local facilities. Northern Sevenoaks will be a **NATURALLY GREAT PLACE TO LIVE**’.

PROJECT OBJECTIVES

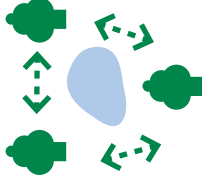
1

To **strengthen the heart** of Northern Sevenoaks by improving the environment around the station and St Johns and encouraging residential development in close proximity to transport links and local services.



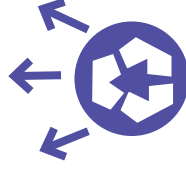
2

To **make the most of the area's natural assets** including Greatness Recreation Ground, The Sevenoaks Wildlife Reserve and a new leisure area around Greatness Lake when Tarmac have finished extracting gravel



3

To consider opportunities for **sustainable expansion** of Sevenoaks to the north



MASTERPLAN PROPOSALS

The masterplan groups the proposals under the three masterplan objectives. These are described below.

OBJECTIVE: TO STRENGTHEN THE HEART OF NORTHERN SEVENOAKS

Improving the arrival experience

The masterplan proposals aim to enhance the environment around the station including provision of public spaces to either side, an enhanced pedestrian connection on Chatham Hill Road and new residential development to enliven the area and overlook routes and spaces. The proposals integrate with the Town Council's proposed new community centre and proposal to open up a western entrance to the station.

St Johns Village

The masterplan proposes improvements to the quality of the public realm in the local centre at lower St Johns and Bat and Ball junction. Where possible footways will be widened to give more space to pedestrians, slow traffic and create a more pleasant environment for people and businesses.

Developing around the station

This masterplan anticipates that some of the employment land located in proximity to Bat and Ball Station and the local centre at St. Johns could be redeveloped over time. Big box employment used could be replaced by mixed use development blocks. These could have commercial uses at ground floor and residential above. Changing the uses in this area would enliven the streets and spaces and improve the arrival experience at the station.

OBJECTIVE: TO MAKE THE MOST OF THE AREAS NATURAL ASSETS

The Sevenoaks Wildlife Reserve

The masterplan investigates ways in which access to the Sevenoaks Wildlife Reserve could be improved whilst respecting its wildlife value. Proposals include the creation of a circular walk around the site and a new entrance and visitor centre on Otford Road.

Greatness Recreation Ground

The masterplan contains a number of proposed long term improvements to the offer at the Recreation Ground including the construction of a new sports pavilion and provision of a new 3G sports pitch.

OBJECTIVE: SUSTAINABLE EXPANSION OF NORTHERN SEVENOAKS

Greatness Lake

The masterplan includes proposals for the redevelopment of the Tarmac site once gravel extraction operations are complete. Planning for such development now will help ensure that it delivers the maximum benefits to the surrounding community.

If developed, new housing could help deliver a number of community assets including a lake for watersports, walking and cycle routes, a visitor centre and the refurbishment of some of the historic buildings on the site (if financially viable).

Community Infrastructure

The proposals could also help secure new community infrastructure for Northern Sevenoaks. Early planning will allow the District Council to assess the impact of a rise in population and plan new infrastructure requirements accordingly.

Development on site must be contingent on the adequate resolution of the impact on the surrounding transport network.

MASTERPLAN BENEFITS

The masterplan proposes a total of approximately 990 new homes. This could bring many benefits to the local area including:

- An additional annual expenditure of £15 million in the local area
- Supporting 170 additional jobs
- Wider employment impacts associated with leisure activities
- 400 affordable homes (300 affordable rented, rent to buy and shared ownership properties and 100 starter homes)
- An additional 75 Ha of new open space at Greatness Lake together with improved access to the Wildlife Reserve





Masterplan for Northern Sevenoaks

GREATER LONDON

GRAVESEND

DARTFORD

M25

SWANLEY

M20

M26

OTFORD

STUDY AREA

SEVENOAKS

M25

BROMLEY

ORPINGTON

M26

CROYDON

PURLEY

SUTTON

1. Spatial context

1.1 LOCATION

Sevenoaks is located to the south east of London in the county of Kent. The town is the principal settlement within Sevenoaks District and has a population of 20,409 (2011 census). The town is governed by Sevenoaks Town Council.

Sevenoaks is set within rolling countryside with attractive views northwards to the Kent Downs. It is located on one of the principal commuter railway lines to London and benefits from proximity to the M25 and M26 motorways. These connections and the towns historic character and picturesque setting within the Kent countryside make it a popular place to live. The town is home to a skilled resident workforce with many people commuting into central London for work or to other Kent towns including Maidstone and Tonbridge.

The study area for this masterplan is located in the northern part of the town - approximately one mile from the town centre. It is broadly located between the M26 to the north and the A25 to the south and is defined by the Town Council's boundary. Northern Sevenoaks accounts for 4,500 of the town's current population.

The area benefits from access to its own railway station at Bat and Ball which provides a stopping service into London Victoria or Blackfriars via Otford.

The study area is distinctively different in character from the rest of the town. It has traditionally been a focus for employment and includes light industrial and big box commercial uses interspersed with residential properties generally dating from the 20th century. There are fewer historic structures or buildings of note than elsewhere in the town.

However, the study area's most distinctive feature is its abundant open space. The majority of the the study area is not developed and 70% of it lies within the Metropolitan Green Belt.

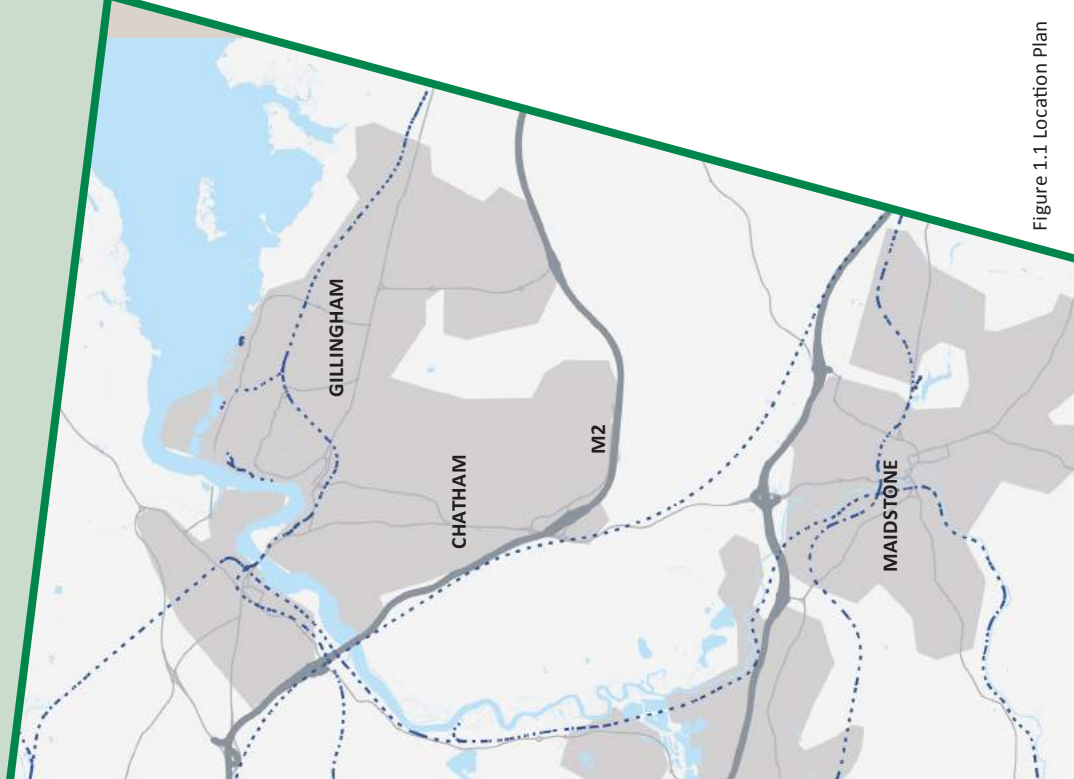


Figure 1.1 Location Plan

1.2 HISTORIC DEVELOPMENT

EARLY DEVELOPMENT

Early records of Sevenoaks date back to the 13th century when a market was first held here. The settlement grew from the 15th century after the construction of Knole House between 1456 and 1486 by the Archbishop of Canterbury. The house, which still stands today, has been extended many times through history and is now one of England's largest homes and an important local landmark.

As well as Knole House, other early developments in the town included Sevenoaks School. It was founded in 1432 and is one of the oldest lay foundations in England.

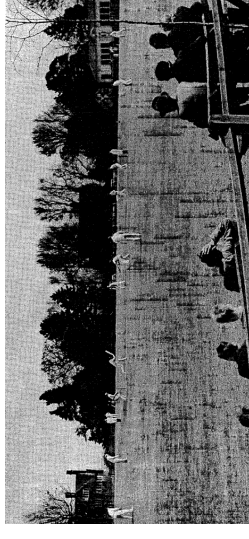
The Vine Cricket Ground was one of the town's early landmarks. It was established in 1734

making it one of the oldest grounds in England. The town's name derives from the old Old English word *Seouenaca* - a small chapel near seven oak trees. The trees that gave the town its name have been replaced several times. In 1902 seven oaks were planted on the north side of The Vine Cricket ground to commemorate the coronation of King Edward VII. Six of these fell in the great storm of 1987. These have subsequently been replaced.

Most early development in Sevenoaks focused around the the town centre along the main roads (London Road and High Street).



CLOCKWISE FROM TOP LEFT:
Knole House; The Vine Cricket
Club; Greatness House; and
Sevenoaks School Crest



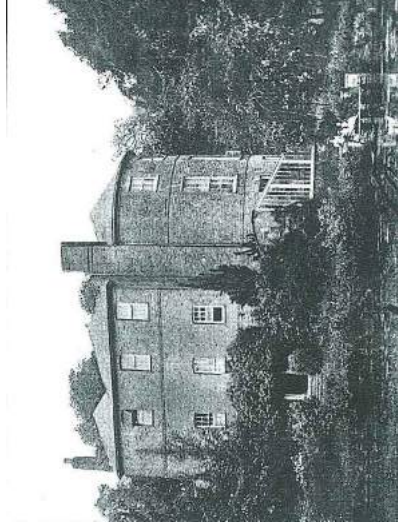
NORTHERN SEVENOAKS

Land to the north of Sevenoaks was largely agricultural with a number of estates and manor houses including Bradbourne, Greatness and Riverhead.

In the 18th century the area included a number of mills. These included a silk mill set up by Peter Nouaille - a french Huguenot and owner of Greatness House. This mill employed over 100 people including French refugees.

Two turnpikes were opened through the area in the 18th Century, the east-west Reigate to Wrotham (1765) and the north-south Farningham to Sevenoaks (1766). These met at Bat and Ball junction and a toll gate and inn were established at that location.

It is said that in 1780 a journey to London took less than four hours by coach.



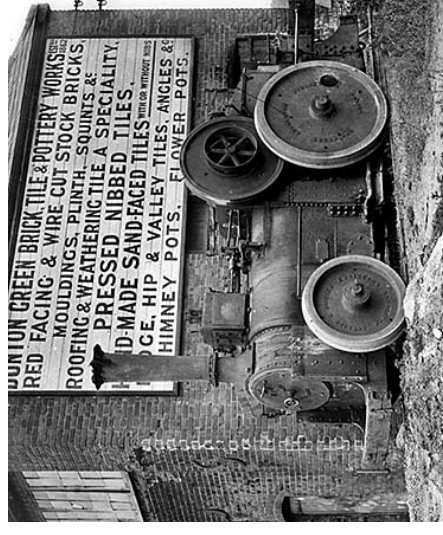
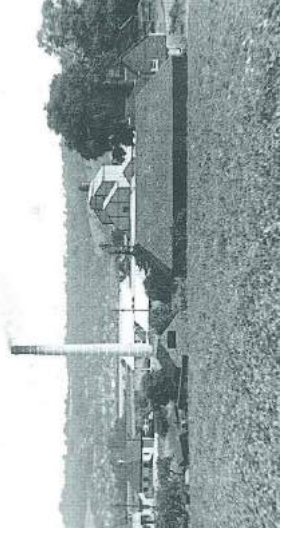
INDUSTRIALISATION

The railway arrived in Sevenoaks in the mid 19th century. Bat and Ball was the first station to be built and the area around the station became a hive of activity with a large goodsyard and coal operation. Bat and Ball Station opened in 1862 with Sevenoaks Station following in 1868.

Soon after the arrival of the railway, Sevenoaks Gas Works was established on Cramptons Road (also in 1862). The gas holders remain a feature in the area even though gas production ceased in 1960.

Brickmaking had been a feature of the area for several centuries, with Tudor bricks from the area used to build Offord Place and dug and fired next to Offord Road. The 1910 plan of the area indicates brickworks to either side of Offord Road on the site of the current Vestry Road estate.

In the inter war years the demand for bricks and sand to construct new homes led to further works being established in the area including the Greatness Brickworks to the north east of the area and sand a gravel extraction to the west of Bat and Ball.



CLOCKWISE FROM TOP LEFT:
Bat and Ball Station circa 1920;
Aerial view of gas works 1939;
Dunton Green brickworks; Gas
Works on Cramptons Road; and
Greatness Brickworks 1932.

SEVENOAKS EXPANSION

Through the 19th Century Sevenoaks continued to grow. The St John's Hill area was developed for housing through the period 1840 to 1880 and the Sevenoaks and Holmesdale Cottage Hospital opened on St John's Hill in 1873.

In Northern Sevenoaks homes were often interspersed with industrial uses. Greatness House had been derelict for many years and was blown up in 1916 to create a 'warscape' for a film; the surrounding area was acquired by the Sevenoaks Urban District Council for the first Council houses in Sevenoaks and to create Greatness Recreation Ground. Bradbourne Hall suffered a similar fate in 1927 also being demolished and replaced by new homes.



Sevenoaks and Holmesdale Cottage Hospital



Housing at Greatness replacing Greatness House

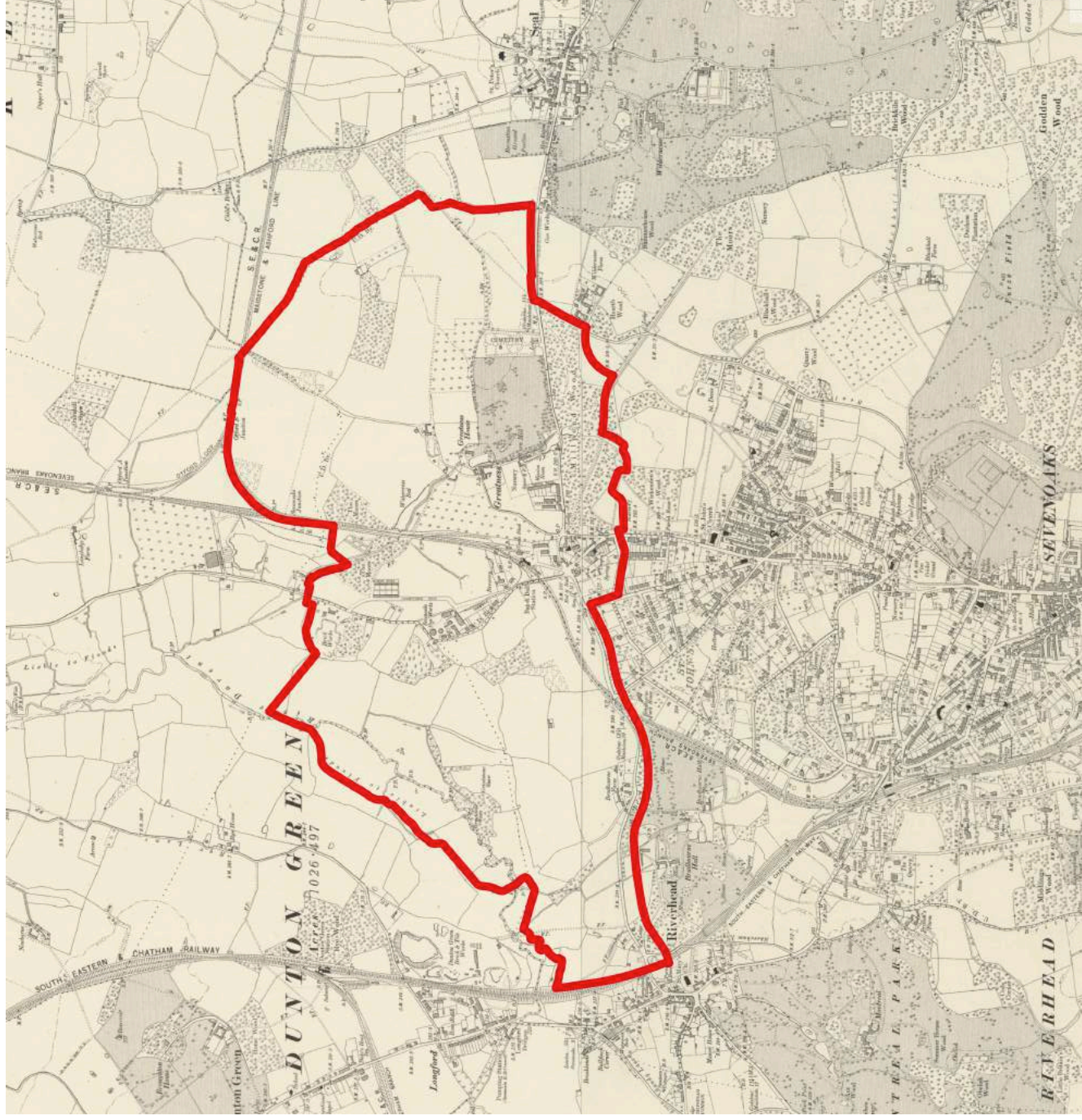


Figure 1.2 Historic Plan 1910

POST-WAR CHANGE

In the post war years gravel extraction at Bradbourne led to the creation of the Sevenoaks Wildlife Reserve. The Reserve, established in 1956, was the first of its kind with the excavations flooded to create a series of lakes. The combination of water features such as shallows, spits and islands, as well as the planting of trees and aquatic plants, have provided conditions suitable for both breeding and wintering birds and led to its designation as a Site of Special Scientific Interest (SSSI).

Extraction of sand and gravel was completed in Bradbourne in 1980 however extraction is now taking place at Greatness on land adjacent to the former Greatness Brickworks.

Employment uses continue to play an important role in the area. Former rail sidings adjacent the station are now occupied by the Sevenoaks Enterprise Centre and the Vestry Road Industrial Estate to the north is located on a combination of a former brickworks, landfill and railway sidings.

Whilst employment uses on the Vestry Road Estate are discrete, those around Bat and Ball station create a hostile environment with a lack of activity or positive outlook onto the streetspace.

Over its history most of the development in the study area has been contained between the western edge of Greatness Recreation Ground and the A225 and along Bradbourne Vale Road. The area retains a mix of large footprint employment / industrial uses and finer grain residential uses. In places these are bad neighbours with the adjacent residential uses and Northern Sevenoaks has a fragmented and unplanned character.

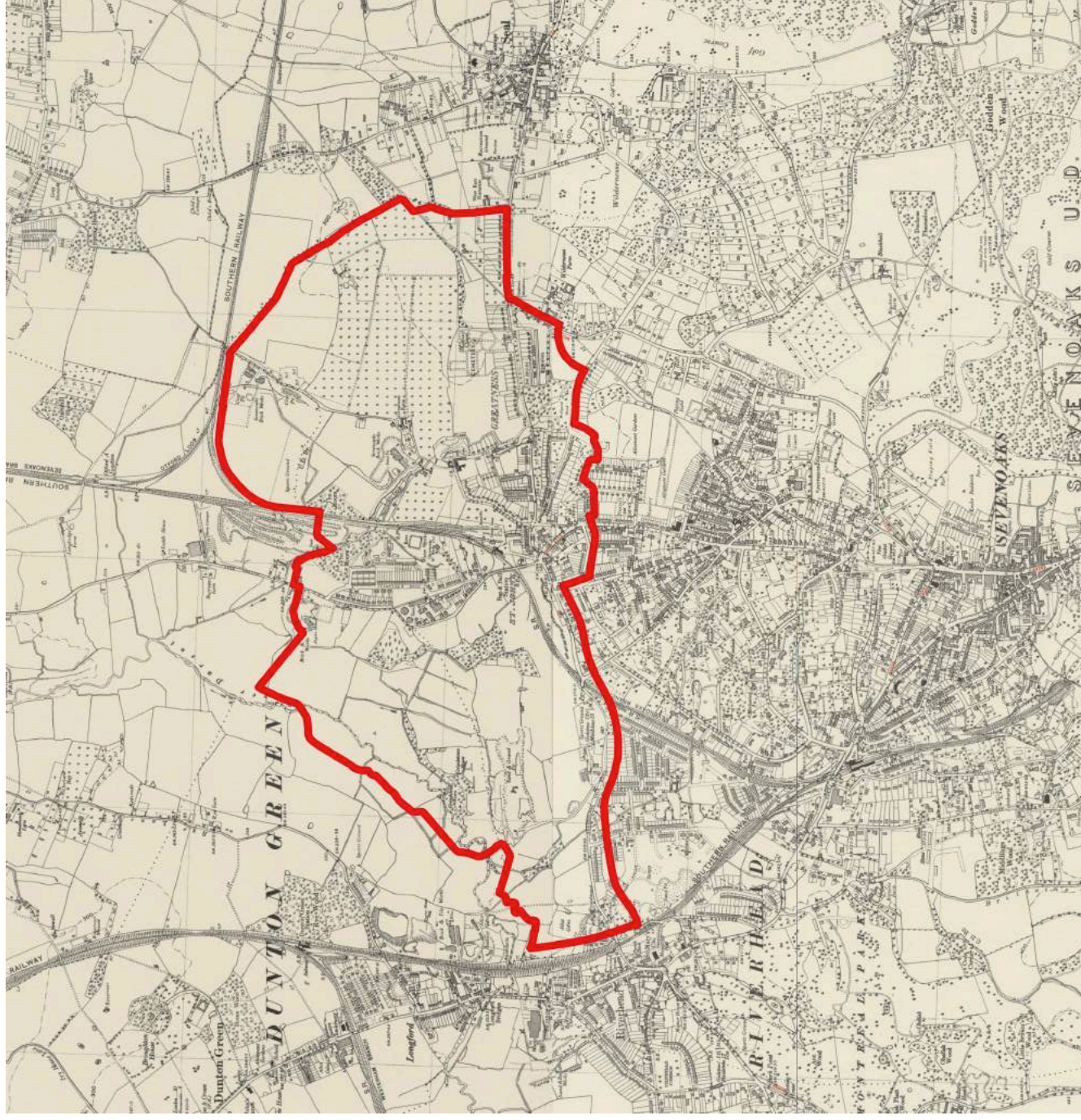


Figure 1.3 Historic Plan 1950

1.3 TOPOGRAPHY

The quality of the landscape is one of the most distinctive features of Sevenoaks District. 60% of the district is within either the Kent Downs (to the north of the study area) or High Weald (to the south of the town) Areas of Outstanding Natural Beauty.

The River Darent flows northwards through the western portion of the area which is low lying and land rises westwards towards Greatness to the east. Views northward towards the Kent Downs from the elevated ground in St John's are one of the areas most notable features.



View to the Kent Downs from Hospital Road

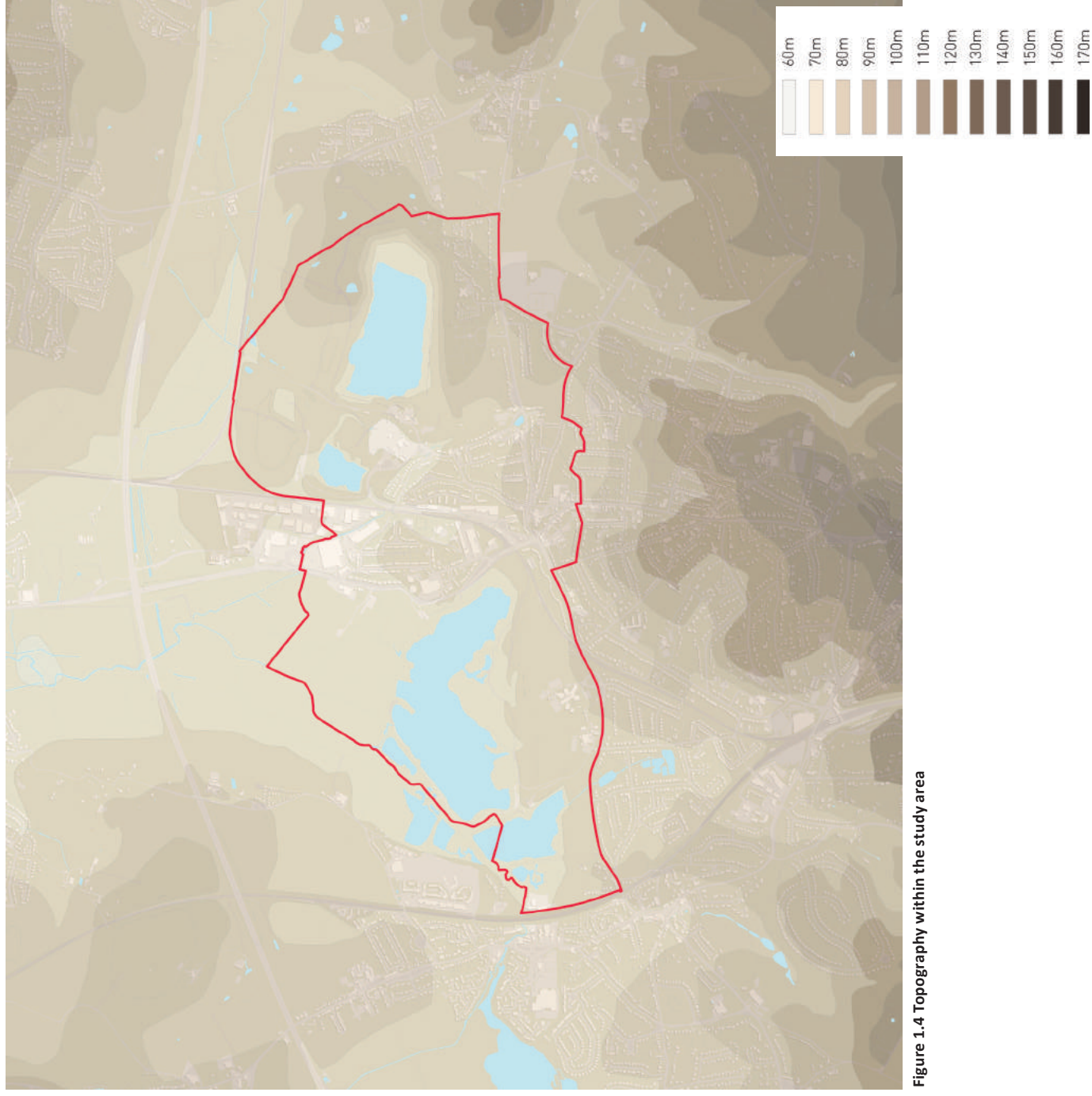


Figure 1.4 Topography within the study area

1.4 FLOOD RISK

The study area includes several water bodies including lakes within the Sevenoaks Wildlife Reserve and at Greatness where Tarmac are extracting gravel.

Parts of the study area along the Darent Valley are within the floodplain. The low lying land around the Sevenoaks Wildlife Reserve are also susceptible to flooding.



Most of the flood risk areas in the study area are focused around the lakes in the Wildlife Reserve and along the Darent Valley.

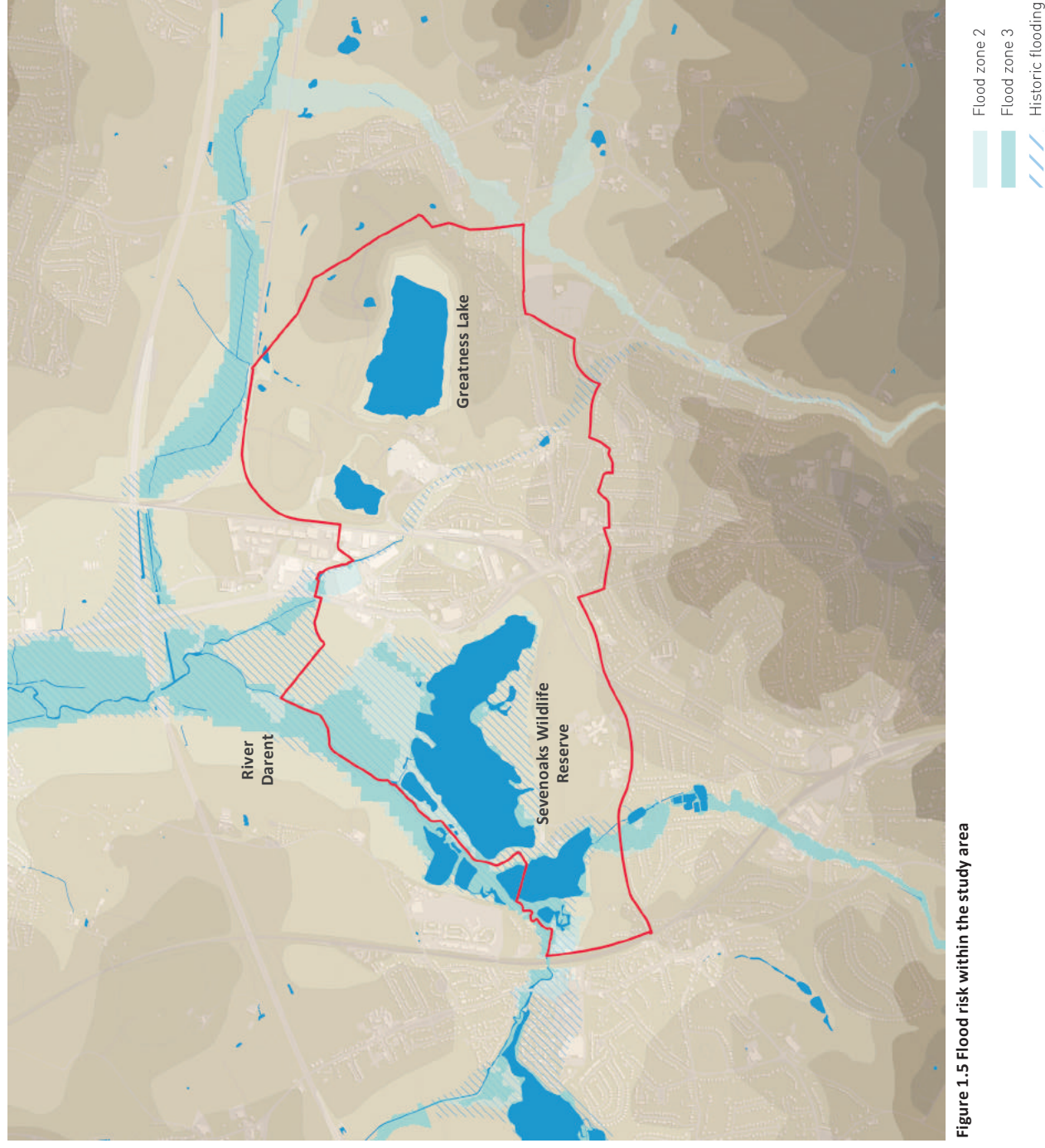


Figure 1.5 Flood risk within the study area

1.5 EXISTING LAND USES

Northern Sevenoaks is predominantly a residential area. Most properties are two storey detached, semi-detached or terraced houses. Employment uses are concentrated on a number of sites to either side of the Sevenoaks-Swanley via Otford railway line that runs north - south through the study area. Several of these are in close proximity to Bat and Ball station.

The lack of residential uses around the station creates a rather hostile environment in this area. Businesses are not open outside normal hours and there is little activity to animate this important arrival point into Northern Sevenoaks. Two of these sites are designated as employment sites in the Core Strategy (Vestry Road Industrial Estate and Sevenoaks Enterprise Centre)

Most other non-residential uses are clustered around the neighbourhood centre at St. Johns. Here a variety of uses front the high street at St Johns Hill including shops, cafes, take aways and community uses. There are a number of vacant units on St Johns Hill – especially towards the northern end of the route where the pavements are very narrow. Big box retailers including Sainsbury's, Homebase and Halfords are located towards the north of the study area adjacent to the Vestry Road industrial area.

Two secondary schools, Knole Academy and Trinity School, are located within the study area. Both are sited along the busy A25. The safe passage of pupils to and from these schools is a priority issue for this masterplan. Sevenoaks Hospital is located to the east of the neighbourhood centre at St Johns. This is an important service provider for town.



The neighbourhood centre at St Johns is a focal point for non residential uses including shops, cafes and take aways



Typical residential street within the area



Big box retailers are located to the north of the study area to the west of the Vestry Road Industrial Estate



Sevenoaks Enterprise Centre on Bat and Ball Road

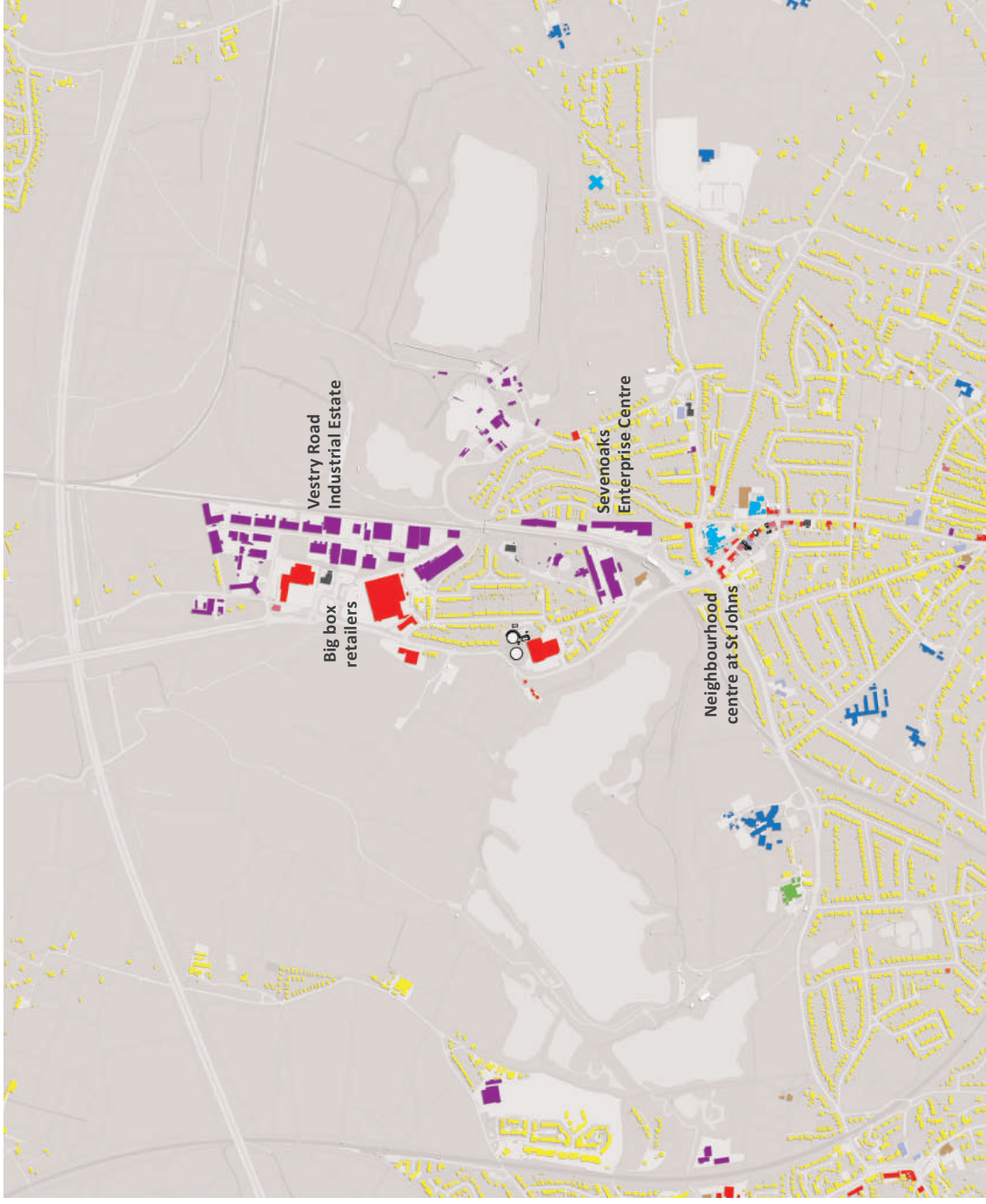


Figure 1.6 Land uses

1.6 PUBLIC OPEN SPACES

Open spaces

The two principal open spaces in Northern Sevenoaks are the Sevenoaks Wildlife Reserve and Greatness Recreation Ground.

The Wildlife Reserve extends to 71Ha and is located to the west of the study area north of Bradbourne Vale Road. The Reserve was created following gravel extraction and its landscapes are almost all man made. Approximately 50% of the site is covered by water. It has a mixed habitat of ponds, seasonal flooded pools, reedbeds and woodlands and supports over 2,000 species.

Access to Wildlife Reserve is via a track leading from Bradbourne Vale Road. The entry point is marked by a small sign that can be easily missed by passing visitors. The site's visitor centre is not visible from the entrance to the site and this further conceals the Reserve's location. The Reserve itself is a fantastic resource for the area, a tranquil haven for wildlife and an attractive location for walking and quiet contemplation as well as a place much prized by birdwatchers. Paths run alongside the Reserve's many waterbodies but currently do not provide circular walking routes. Cycling and dogs are prohibited from the Reserve.

To the south of Bradbourne Vale Road the Bradbourne Lakes provide an attractive waterside environment along the Darent Valley Path.

Greatness Recreation Ground is located to the east of the study area. The Recreation Ground is owned and maintained by the Town Council. The space provides community facilities including a skatepark, an outdoor gym, a children's play area and a football pitch (leased by Sevenoaks Town Football Club). The space is accessed from Mill Lane.

Greatness Recreation Ground is located to the rear of properties on Seal Road and this restricts visibility of the space. This is exacerbated by the fact that it is located on land slightly elevated from Mill Lane. No buildings front directly onto the main space and there is very little casual surveillance. Improving access to the park and visibility across it should be considered as part of this study.

Immediately to the east of the Recreation Ground is Greatness Cemetery, also owned and maintained by the Town Council.

Walking Routes

A public right of way extends north- south from Greatness to Otford and crosses the existing Tarnac lands to the east of the railway line. This route is currently unattractive to use and is, in places, defined by steel palisade fencing but it provides an important public link to the wider countryside.

The Darent Valley Path runs along the western edge of the study area. This follows the line of the river from its source to the Thames and is an important walking / leisure route.



Greatness Recreation Ground - a significant proportion of which is leased by Sevenoaks Town Football Club



Sevenoaks Wildlife Reserve - a quiet and tranquil space



Greatness Cemetery



Access to the public right of way across the Tarmac site

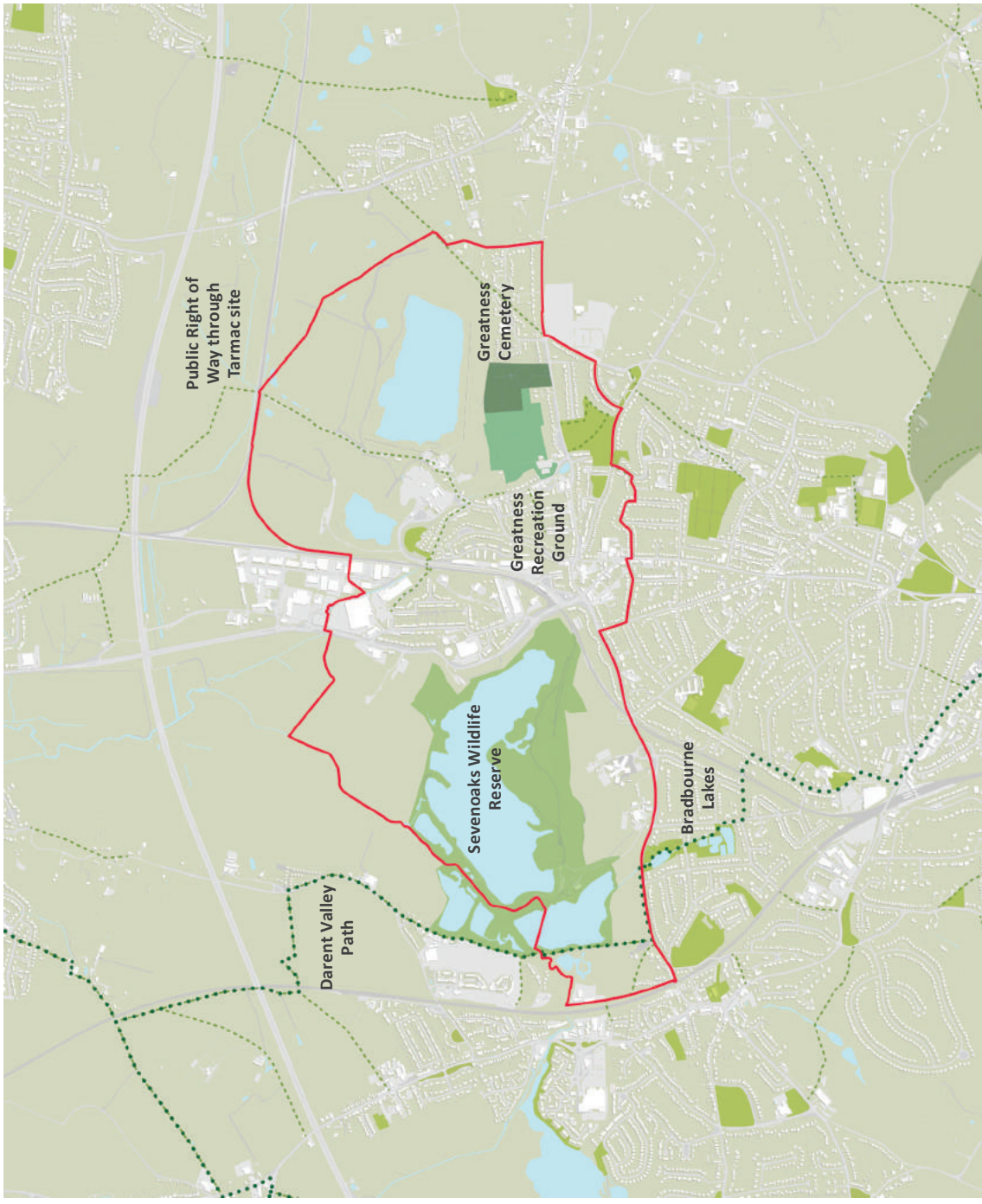


Figure 1.7 Open spaces

1.7 VEHICULAR MOVEMENT

Road Network

The A25 Bradbourne Vale Road / Seal Road and the A225 Otford Road are the main vehicular routes through the study area.

The A25 gives access to the M26 and M25 motorways to the west of the study area. It provides the only east - west route across the study area with the M26 to the north, the next east-west route.

The A225 gives access to Sevenoaks town centre to the south and Dartford to the north.

The A25 and A225 intersect at Bat and Ball junction. This is a difficult intersection for pedestrians to cross due to complicated signalling and high volumes of traffic. The Sevenoaks District Strategy for Transport (SDST) identifies this junction as a congestion hotspot. It states that whilst the junction can be subject to serious traffic delays, the congestion periods are normally confined to the peak traffic times of the day. Outside peak traffic times there is usually minimal peak-hour spreading of the problem.

Proposed improvements to the A25 and A225

The Sevenoaks District Strategy for Transport (SDST) sets out ambitions to reduce the traffic pressures on these, and other routes in the District.

It states that the District will achieve this by providing and investing in alternative modes of transport to encourage and attract people out of their cars for journeys made at peak times of the day. In parallel, the SDST also sets out to create more capacity within the existing road network through better management of the existing road space using new technology.

Future improvements that will benefit users of the private car will only be progressed if they are considered the most effective means of achieving the strategy's objectives, in particular reducing the harmful environmental effects of traffic on air quality.

This desire to reduce dependence on the private car and promote active travel should be reflected in the Masterplan for Northern Sevenoaks.



The Sevenoaks District Strategy for Transport identifies the A225 and A25 - the two main roads in the study area - as congestion hot spots

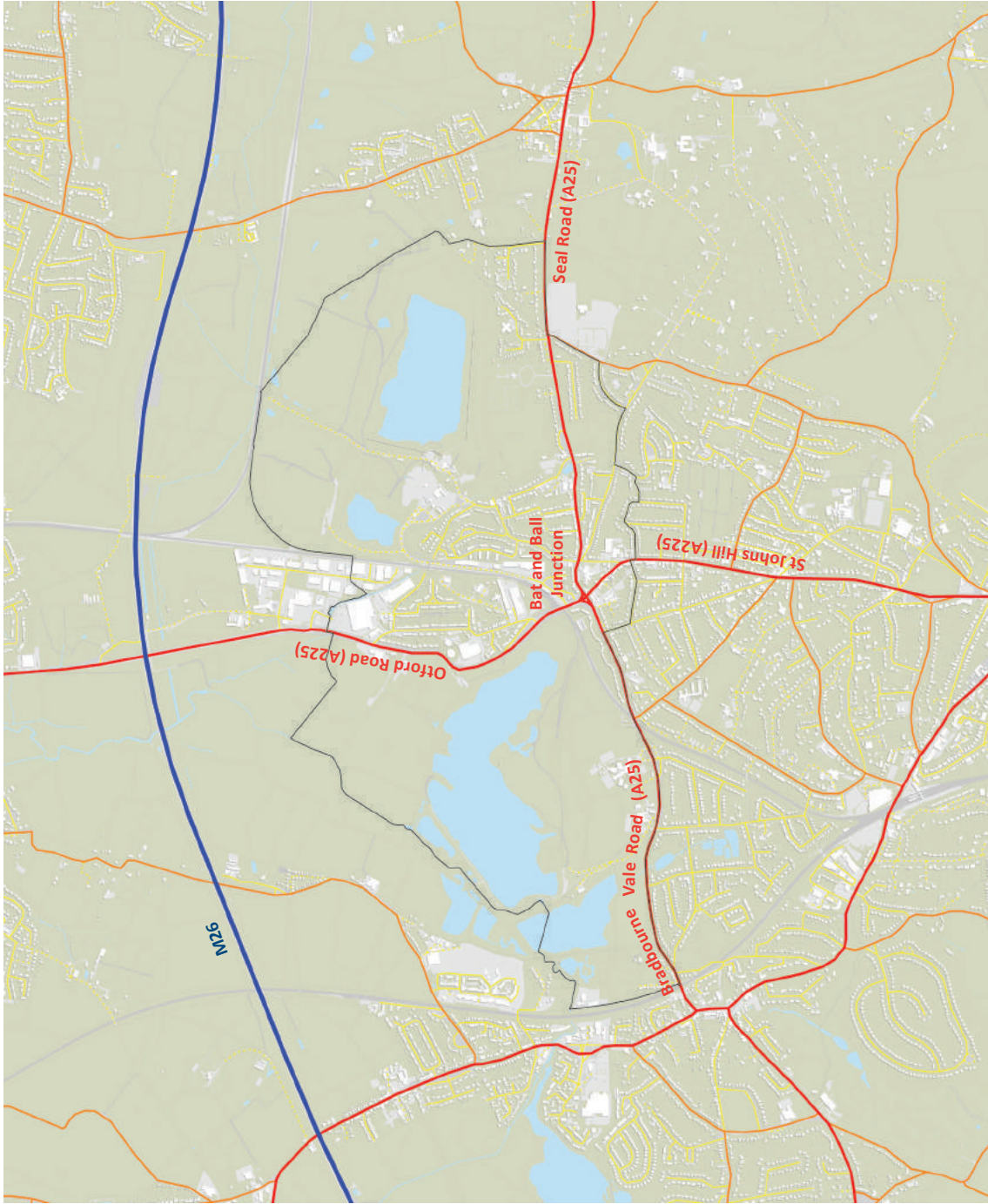


Figure 1.8 Vehicular movement



Bat and Ball junction - where the A25 meets the A225



View of the busy A25

1.8 PUBLIC TRANSPORT

RAIL

Sevenoaks is served by two railway lines. The principal station is located in the town centre and is on the Eastern Main Line. It is the terminus for services to both London Charing Cross and Blackfriars. Bat and Ball Station is located on a branch line for services between London and Sevenoaks via Swanley and Otford. Services from Bat and Ball connect to Sevenoaks, Bedford, West Hampstead, London Blackfriars and London Victoria. Services to London from Bat and Ball are generally slower and less frequent than trains from Sevenoaks Station. Services to London depart every 30 minutes.

BUS

Bus routes are focused on the main vehicular routes, the A25 and A25. These provide many important local connections to Sevenoaks town centre, Seal and Riverhead and more regional links to locations such as Bromley, Tonbridge Wells and Gravesend.

PROPOSED PUBLIC TRANSPORT IMPROVEMENTS

Sevenoaks District Strategy for Transport (SDST) sets out a range of proposed improvements to the District's public transport. Proposals for bus and rail are described below.

Rail Improvements

There are no planned improvements to services at Bat and Ball Station. There are however proposals to improve the Thames Link service to Sevenoaks Station. Post 2018 Crossrail may extend from Abbey Wood to Gravesend - this would result in a reduction in congestion on the services between London and Sevenoaks.

The SDST aims to improve rail facilities by improving the accessibility to stations by non-car means, including measures to:

- Co-ordinate bus and rail timetables, introducing through-ticketing and improving interchange facilities;
- Ensure convenient access to taxis at key public transport interchanges;
- Provide secure cycle parking at railway stations;
- Promote alternative forms of transport to access stations, provide sufficient off-street parking at stations and controls in nearby streets;
- Improve publicity on integrated services;
- Improve passenger comfort, security and information at all stations; and
- Develop new walking and cycling links, to rail stations within the Sevenoaks District.

These measures should be considered as part of the masterplanning process – especially with regards to access to and the environment around Bat and Ball station.

The Town Council are proposing to open up a new western access to Bat and Ball station and to refurbish the station building in order to introduce a new community cafe.

Proposed improvements to the bus network

The SDST also contains a number of objectives to improve the bus services and facilities in the District. These ambitions are district wide and include hastening the renewal and improvement of the bus fleet and providing real time travel information.

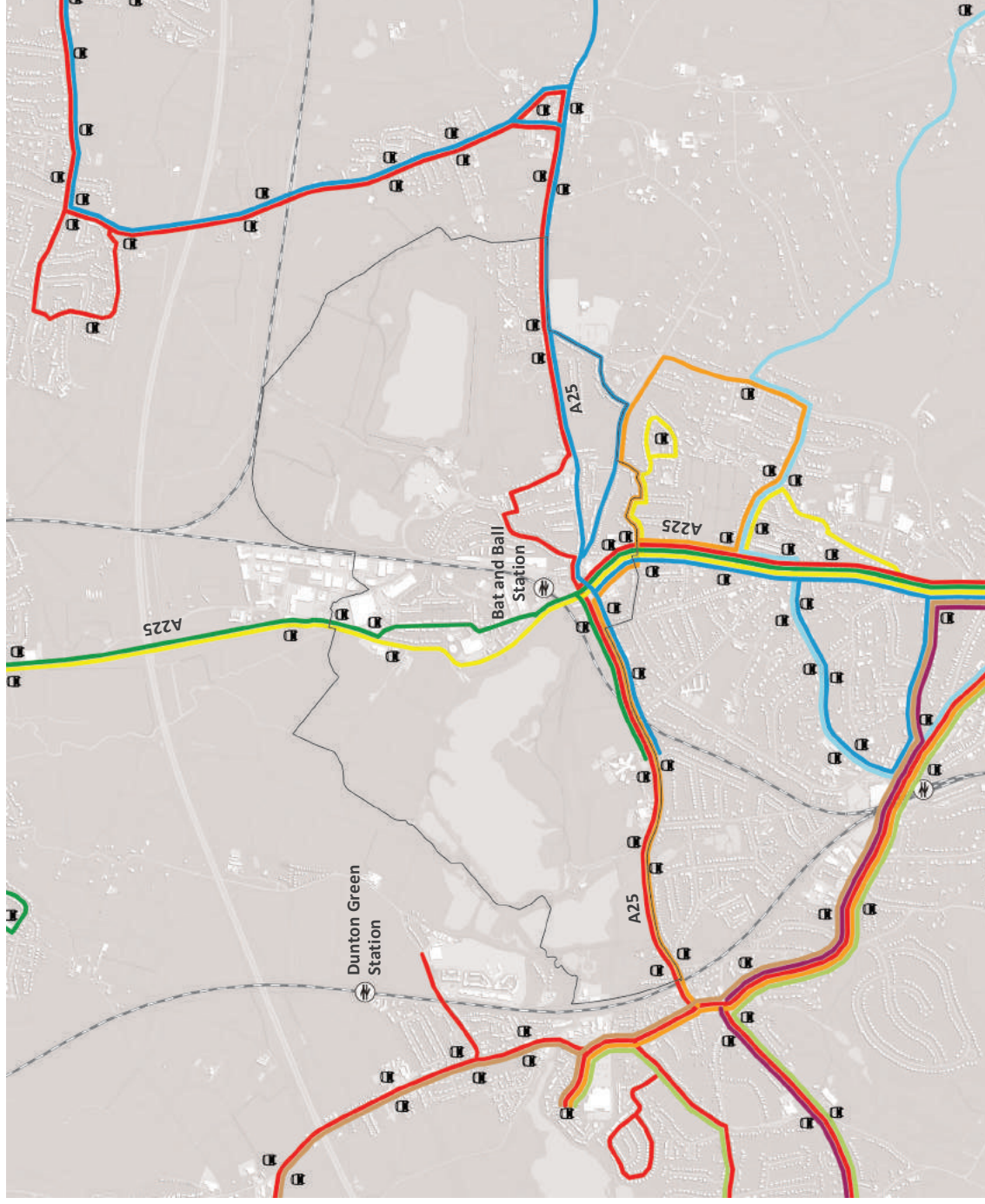


Figure 1.9 Public transport provision



Bat and Ball Station



Bus stops - such as this one on St Johns Hill are focused along the main transport routes - the A25 and A225

1.9 PEDESTRIAN MOVEMENT

There are a number of pedestrian paths and Public Rights of Way through the area. These include a north / south link running through the Tarmac works at Greatnass, a link between Seal and Trinity School and the Darent Valley Path (a long distance walking route). There are also a number of public paths through the Wildlife Reserve – though these are secured.

Pedestrian movement is restricted in an east - west direction across the study area. This is due to a number of constraints including the railway line, the Wildlife Reserve, a number of employment sites and the gravel extraction works.

The railway line is arguably the most significant of these barriers and can only be crossed at three locations within the study area:

- Where the A225 crosses the line south of Bat and Ball station;
- At the station itself but this crossing is for the use of passengers crossing platforms only as there is only one entrance / exit to the station and this is on the eastern platform; and
- A pedestrian bridge approximately 500m to the north of the station. This bridge is unattractive and the western exit leads to a dark, uninviting path along the backs of houses.

Built development between the railway line and the A225 is fragmented and broken up by larger footprint employment / light industrial buildings. This further reduces pedestrian connectivity. To the east of the station the Sevenoaks Enterprise

Centre and a change in level restricts pedestrian access to the station for residents living in Greatnass.

The pedestrian experience is St John's is mixed and narrow footways along the street on the approach to Bat and Ball junction and the junction itself provide a poor environment for pedestrians.

PROPOSED IMPROVEMENTS TO WALKING ROUTES

The Sevenoaks District Strategy for Transport (SDST) places a great deal of importance on improving the districts pedestrian network. Suggested measures include:

- Enhancing safety and security on existing routes with improved surfacing, lighting and road crossings;
- Providing new routes, particularly where they close gaps in the existing network or link to major trip generators or public transport;
- Providing wheelchair-friendly routes;
- Improving the walking environment; and
- Promoting the health benefits of walking including at primary schools through walking buses and other walk to school promotions.

The masterplan must reflect these objectives especially with regards to making improved connections between Bat and Ball station, local schools and bus routes.



The railway line is a major barrier to pedestrian movement



There is only one further crossing point across the railway to the north of Bat and Ball Station - this is unattractive

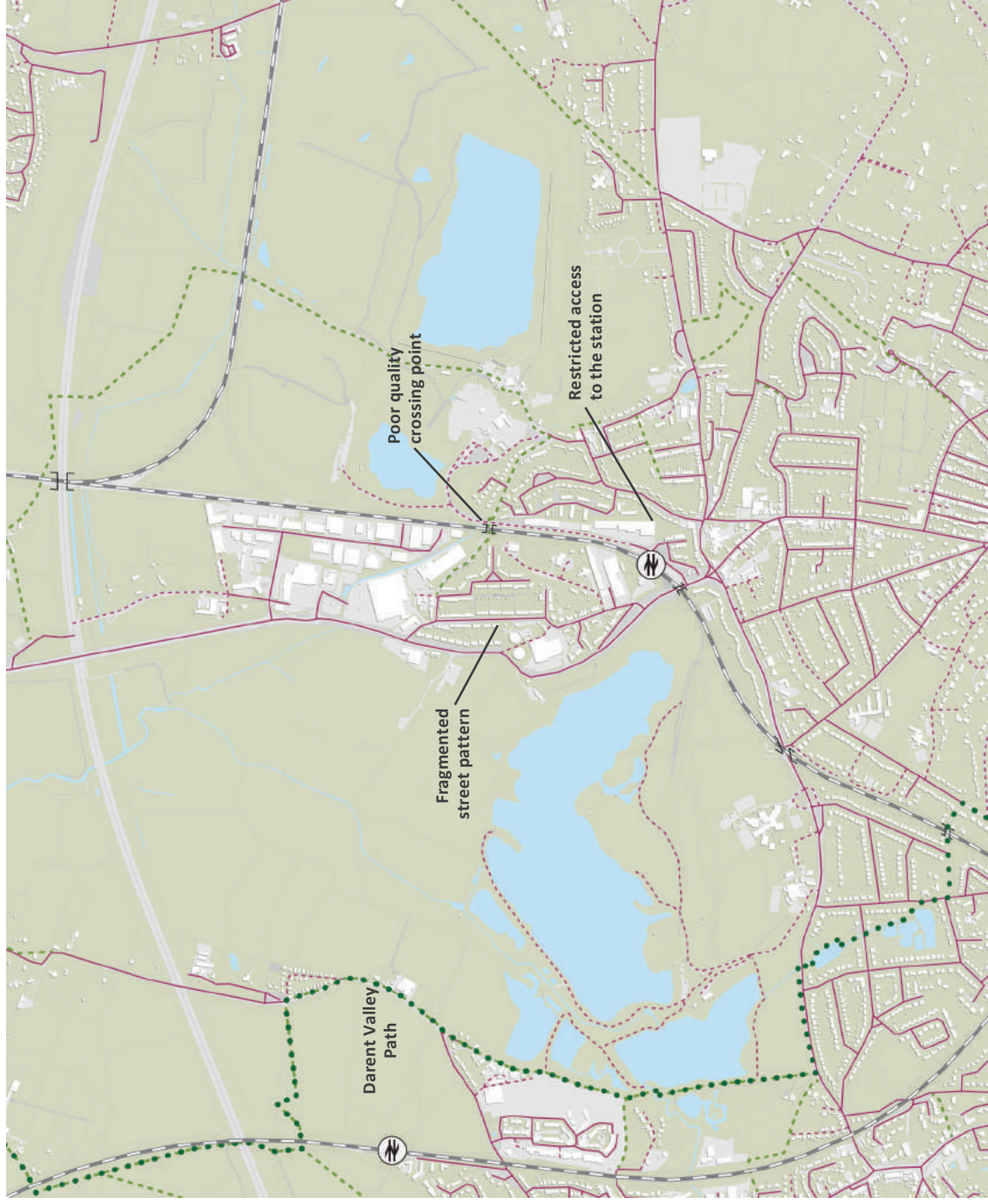


Figure 1.10 Pedestrian movement



Walking routes through the Wildlife Reserve are an important leisure resource for Northern Sevenoaks

1.10 CYCLE MOVEMENT

There are no dedicated cycle links through the study area at present however, the Sevenoaks Cycling Strategy proposes a number of new cycle routes. These include a circular leisure route around the Wildlife Reserve using part of the Darent Valley Path and crossing the M26 to Otford (this does not pass within the Reserve itself where cycling is not permitted).

A number of urban routes are also proposed providing better connections between Dunton Green, Bat and Ball and Sevenoaks stations and local schools. Secure cycle parking provision at these locations will be important to encourage greater cycle use. Whilst the leisure route is relatively level, topography in St John's means that some other routes include sections that are a little more challenging.

The Council's plans to improve cycling facilities are contained within the Sevenoaks District Cycling Strategy.

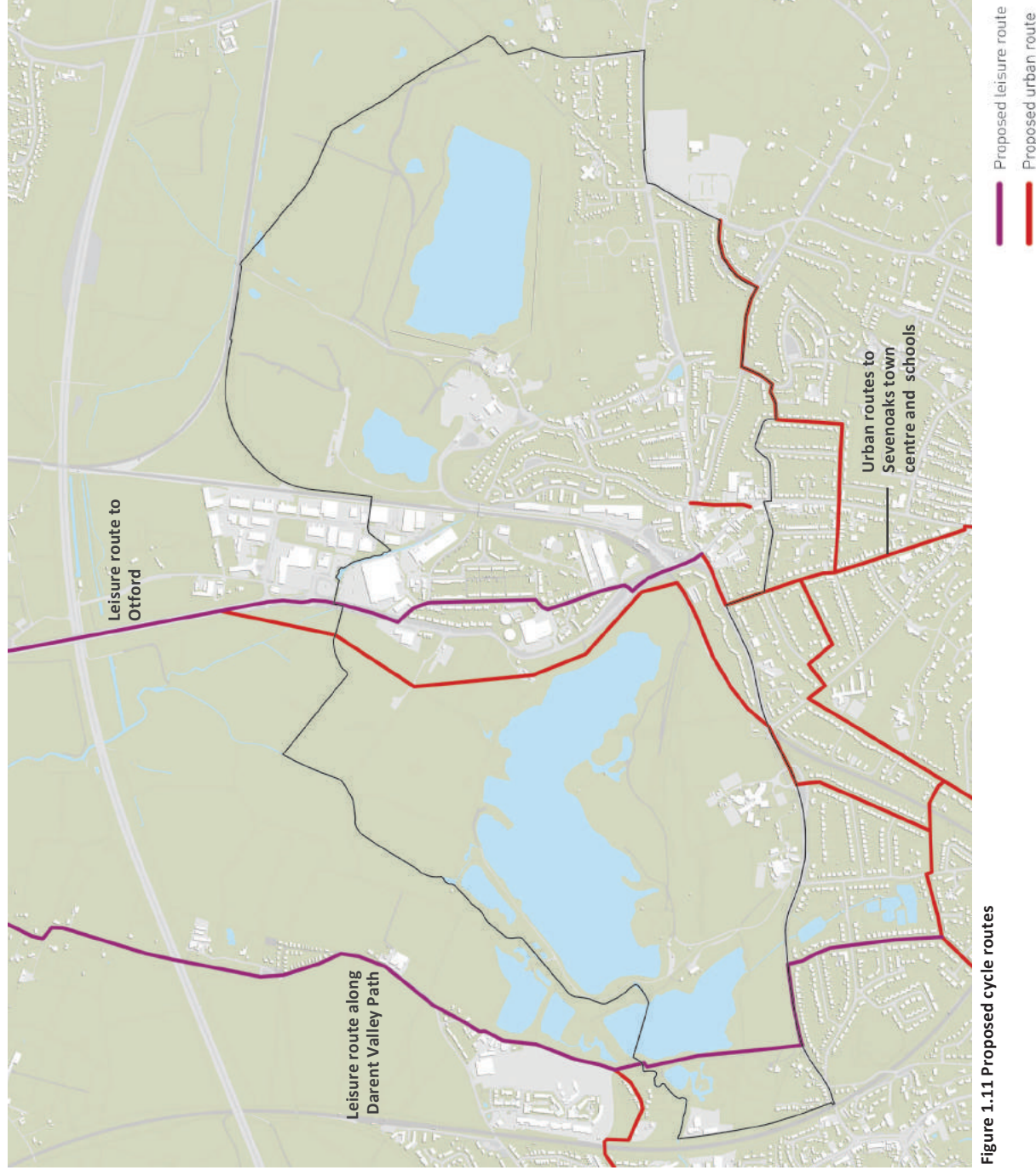


Figure 1.11 Proposed cycle routes

1.11 TOWNSCAPE

TOWNSCAPE

The built environment in Northern Sevenoaks is focused along the east - west A25 road corridor and between the western edge of Greatness Recreation Ground and the A225, Otford Road.

The setting of the development in this part of the town is strongly influenced by the open landscape of fields, water bodies and woodland within which it is set and by the current and former industrial activities.

The large scale gas holders, whilst no longer functional, are highly visible across the area and the larger scale buildings providing employment have a significant impact on the character of the area.

The unplanned development of the area following the arrival of the railway means that employment uses are interspersed with the much finer grain residential uses and this results in a fragmented and disjointed structure.

Whilst the larger employment structures are concentrated in the Vestry Road area to the north of Bat and Ball there are also a number of employment sites close to the station. These include builders merchants, the former Water Works, the former Gas Works on Cramptons Road and the Sevenoaks Enterprise Centre.

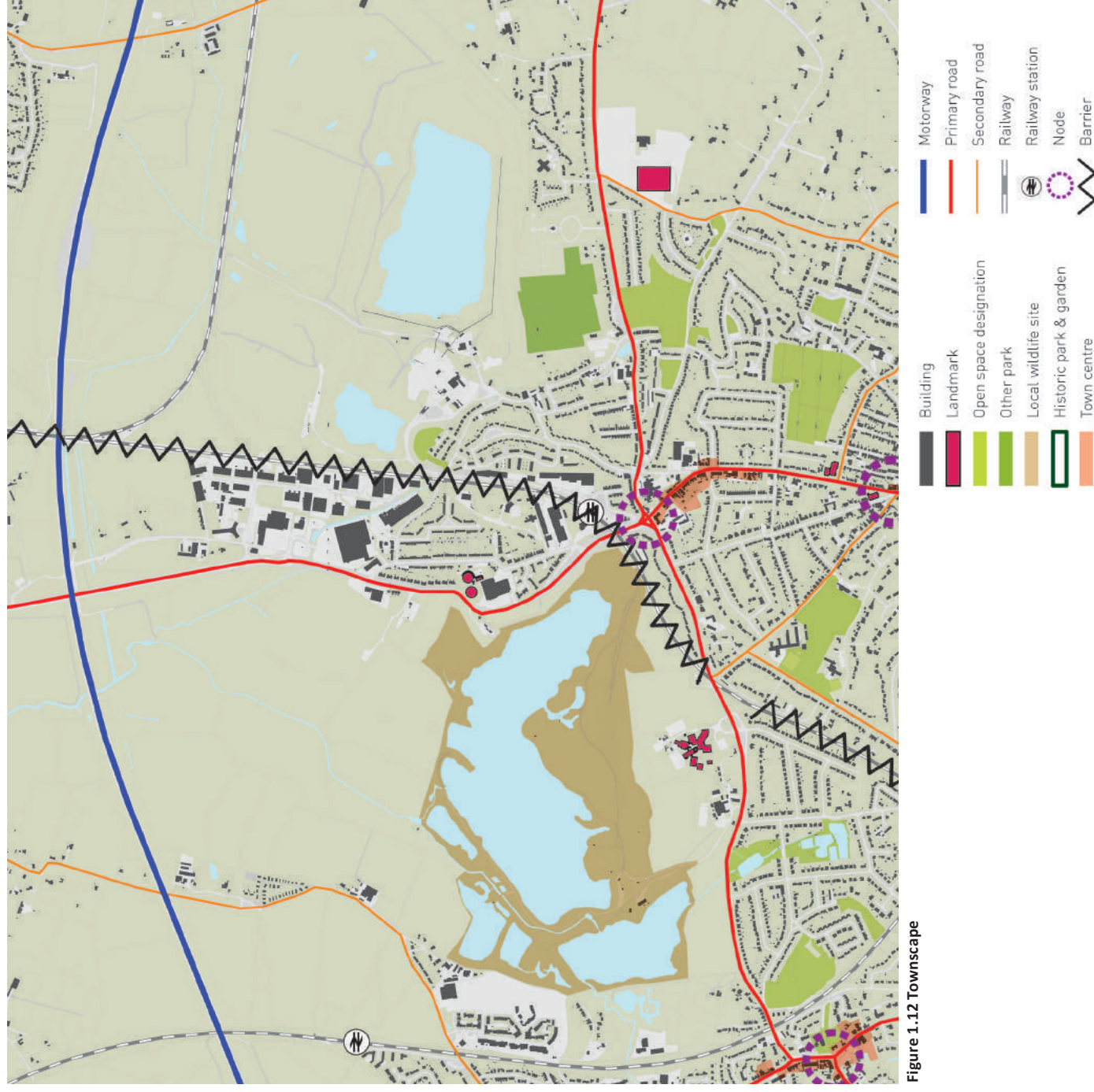


Figure 1.12 Townscape



Housing and industrial uses are interspersed through the Northern Sevenoaks area



Victorian homes on Otford Road



Family homes in Greatness

BUILT CHARACTER

Residential

Northern Sevenoaks residential character varies across the area. The Sevenoaks Residential Area Character Assessment identifies the following types of development with the study area:

- Garden City influenced planned development;
- Victorian and Edwardian development;
- Clustered cul de sacs;
- Inter-war planned development;
- Compact terraces;
- Mixed character; and
- Inter-war linear development.

These uses are out of character with the scale and massing of the predominant residential architecture. They break up the urban fabric, reduce the environmental quality and impact on accessibility to the station for surrounding residents. At the station the dominance of employment uses creates a distinctive lack of activity at this important arrival point into the area.

The railway line and the two principal roads (the A25 and A225) are major barriers to movement through the area. They restrict pedestrian connectivity between important destinations including the Wildlife Reserve, Greatness Recreation Ground and the local centre at St Johns.

Most of the area's older buildings are located in the local centre at St Johns. This developed before the arrival of the railways. As stated in Section 1.2 of this report 'Historic Development', very little development occurred to the north of Bradbourne Vale Road until the early 20th century; this is limited to a few terraces of Victorian homes developed to support the industries of the time.

Although the style, age and type of dwelling varies across the area almost all of the residential development is suburban style housing of two storeys in scale. Most have front and back gardens, pitched roofs and are set back from the street. There are very few apartment blocks.



Distribution sheds at Vestry Road Industrial Estate

Commercial

The areas commercial property can be split into two types.

- Small scale shops on St John's Hill; and
- Large floorplate employment uses close to the station and at Vestry Road.

The local centre at St Johns is a traditional high street with terraces of small shops at the back of the footway and providing a continuous frontage to the street.

The larger footprint commercial uses include 'big box' retailers and light industrial buildings for storage and distribution uses. These are large single volume sheds that sit within service yards or large car parks and provide limited positive aspect to the street space.



The local centre at St Johns follows a traditional high street pattern of development



2. Planning context

2.1 POLICY BACKGROUND



The Gas Works site is allocated for housing development. The gas holder structures currently act as a local landmark

Sevenoaks District Council provides the planning context for the study area. The Council adopted its Core Strategy in February 2011 and its Allocations Development Management Plan in February 2015.

One of the main modifications required by the Inspector in finding the ADMP sound and capable of adoption is the undertaking of an early review of the Core Strategy within the next five years.

Sevenoaks District Council has committed to this to ensure that the Core Strategy remains consistent with the NPPF. As well as this review the Council is in the process of preparing a new Local Plan which will cover the period from 2015-2035.

The District consulted on Issues and Options in summer 2017 and is intending to Consult on the draft Local Plan in spring 2018.

Alongside these developments at the District level, Sevenoaks Town Council are currently preparing a Neighbourhood Plan. This will set out a long term vision for the town including identifying potential development.

This vision is important as the adopted Core Strategy prioritises development in the confines of existing settlements (Policy LO1 Distribution of development) with Sevenoaks as the primary strategic development location for the District. Policy LO2 (Development in the Sevenoaks Urban Area) states that the town is expected to deliver approximately 1,330 dwellings between 2006 and 2026. These are to be concentrated in the town centre and within walking distance of mainline railway stations.

Consultation carried out for the Neighbourhood Plan revealed a sentiment that Northern Sevenoaks was important to securing the long term development needs of the town. The area was seen as having untapped potential and benefits from mainline rail connections from Bat and Ball station.

An important objective of this study is to examine the future potential for Northern Sevenoaks to accommodate development and to consider how this can be integrated into the Neighbourhood Plan, the Core Strategy Review and the evidence base of the new Local Plan.

Although this masterplan is very high level it needs to be prepared to align with current planning / policy requirements and policy allocations / designations. These are summarised in the following sections.

2.2 DEVELOPMENT MANAGEMENT PLAN 2015

The Sevenoaks District Council Development Management Plan contains information related to site allocations and designations and policies that protect these.

Employment sites

There are two designated employment sites in the study area: EMP1 (a) Vestry Road and EMP1 (b) Bat and Ball Enterprise Centre. These are protected by Development Management Policy EMP1 (Land for Business) which states that employment sites will be retained, intensified and regenerated for B1-B8 uses.

Housing sites

There are three sites within the study area that are allocated for housing. These are:

- H1 (b) Cramptons Road Water Works (50 units);
- H1 (c) Sevenoaks Gasholder Station (39 units); and
- H1 (f) Greatness Mill (this site has been developed).

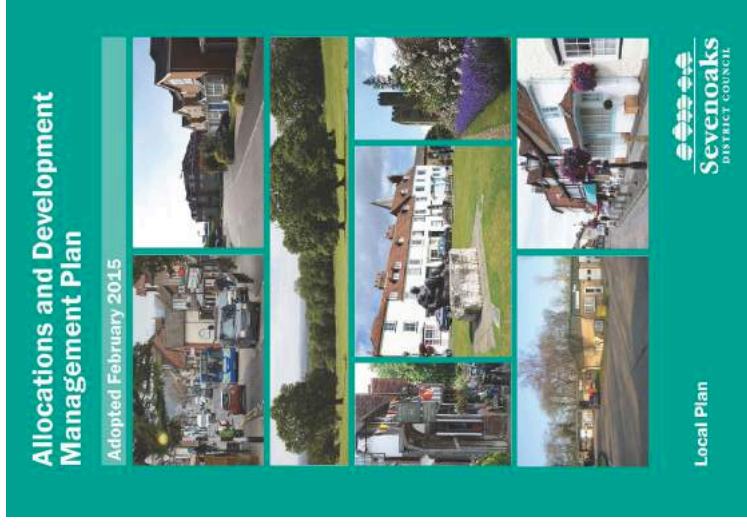
Policy H1 states that sites allocated for residential development will provide a range of housing types, density, mix and tenure and will be subject to the site areas and design guidance set out in Appendix E of the Core Strategy. The design guidance sets densities for the remaining housing sites of 40 dwellings per hectare.

Neighbourhood and Village Centres

The high street at St Johns is defined as a Neighbourhood Centre. Development Management Policy TLC 4 (Neighbourhood and Village Centres) protects these areas from changes in use. It states that changes of uses between shopping and service uses will be permitted where there is no loss of A1 units. Proposals that result in a net loss of shopping or service uses will not be permitted unless the facility is no longer viable and there are no other realistic proposals for retail or service uses.

Policy TLC4 goes on to state that additional retail and service uses will be permitted where the proposal is of an appropriate scale and where it will not undermine the existing balance of uses. It encourages residential uses at upper floors - so long as they do not interfere with ground floor retail or community uses.

Proposals relating to the St Johns area will have to recognise this policy and enhance the commercial function of this area in line with the requirements above.



The 2015 Allocations and Development Management Plan is an important consideration for the masterplan

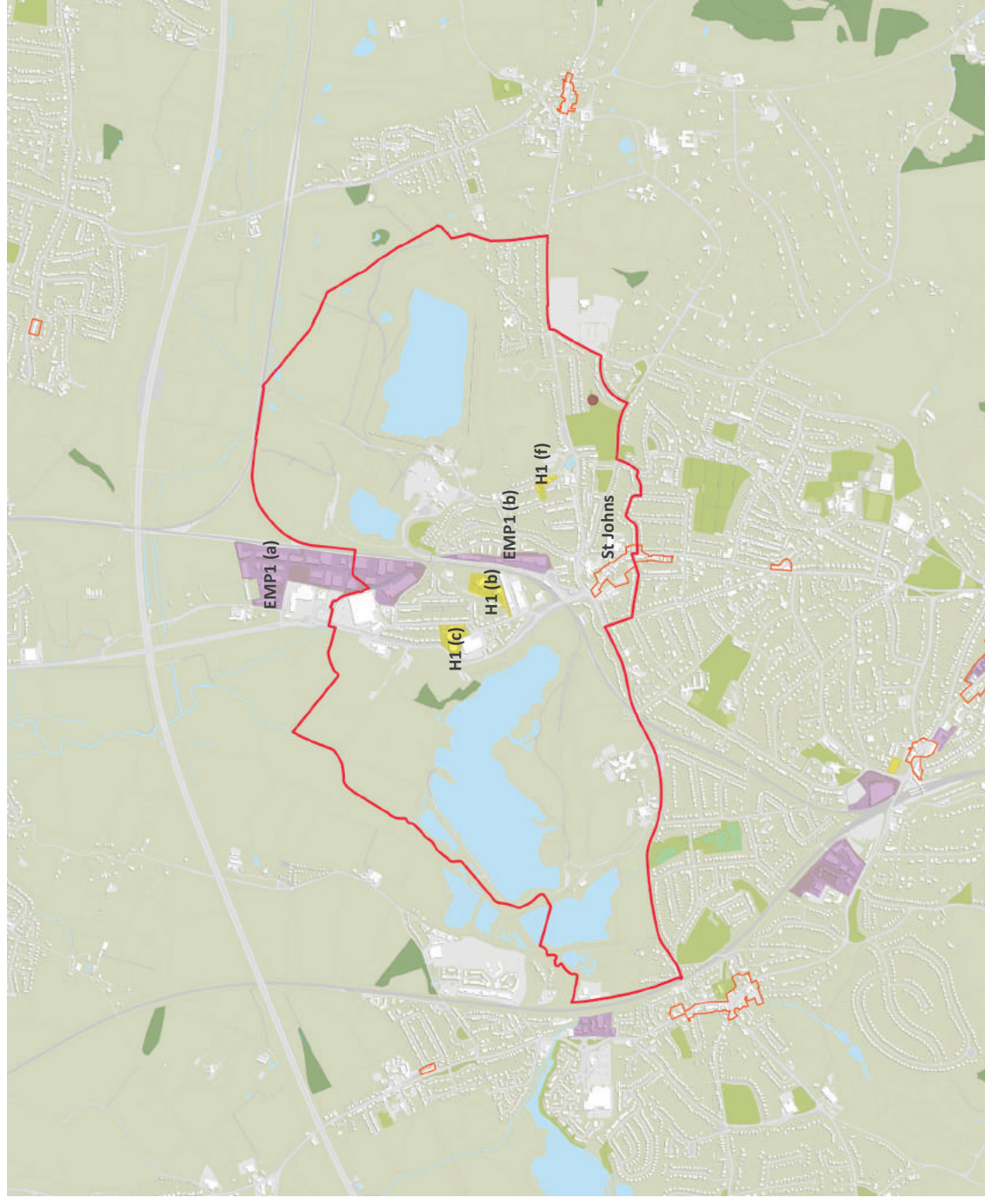


Figure 2.1 Planning designations

- Neighbourhood and village centres
- Scheduled monument
- Ancient woodland
- Open space designation
- Employment designation
- Residential allocation
- Major developed employment site

Environmental Designations

A significant proportion of Northern Sevenoaks (70%) is designated as Green Belt. Policy LO8 of the Adopted Core Strategy states that the extent of the Green Belt will be maintained. However as part of the evidence base review for the new 2015-2035 Local Plan a Green Belt Assessment was undertaken by Arup on behalf of the Council. The assessment concluded that most of the Green Belt in the Borough is performing strongly and should continue to be protected.

Within Northern Sevenoaks the ARUP study identifies a number of parcels of land that may have some potential to come out of the Green Belt subject to further assessment.

These include:

- An area comprising of the Greatness Quarry (Tarmac site), Greatness Recreation Ground and Cemetery; and
- An area to the south of the Wildlife Reserve around Knole Academy.

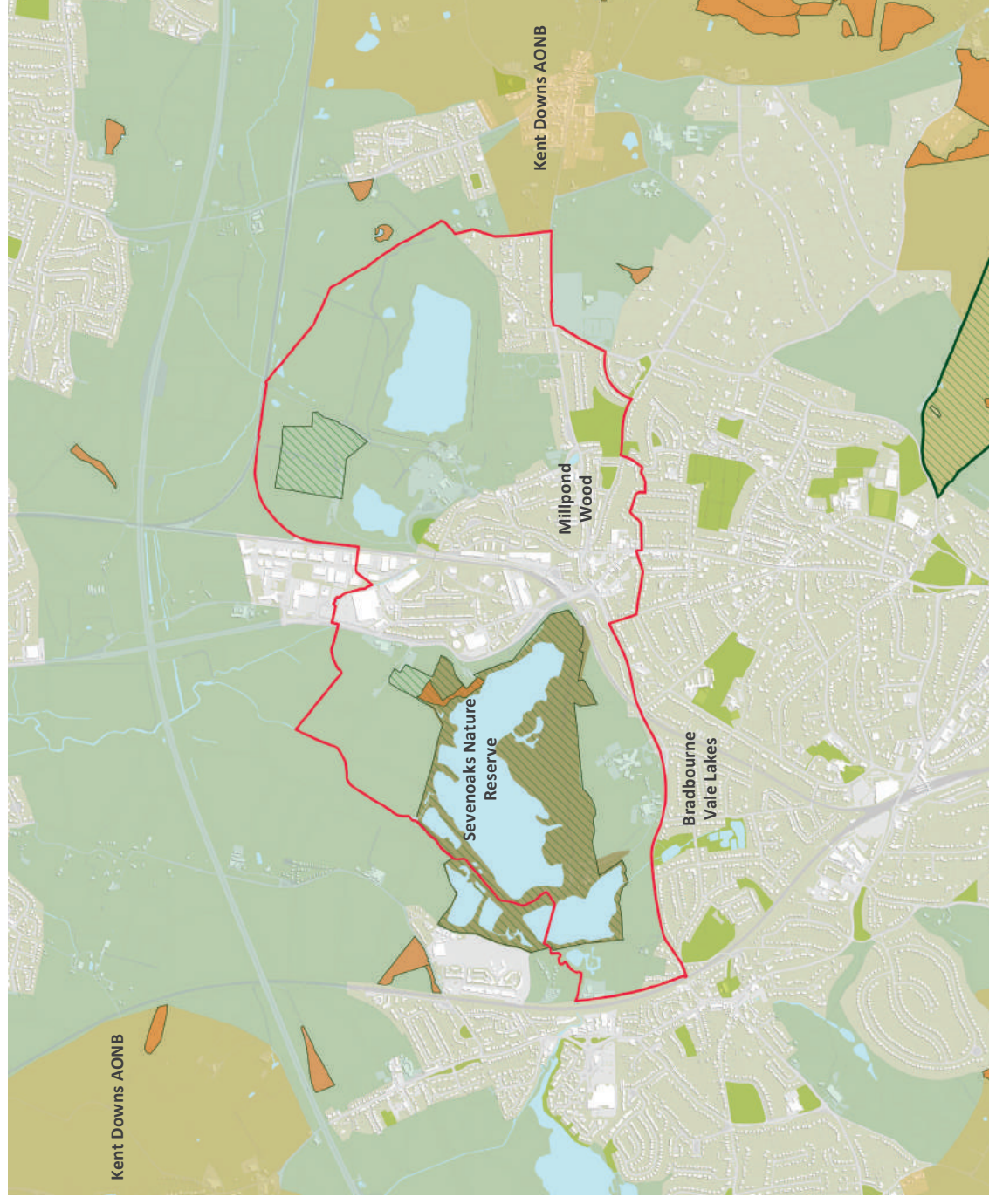


Figure 2.2 Landscape designations

A number of brownfield sites within the Green Belt have recently been submitted through the 'Call for sites' process. These may become available for redevelopment subject to their suitability, sustainability and deliverability. There is one such site in the study area – the former park and ride site on Offord Road.

These are protected through Policy GI2 of the Development Management Plan. This policy resists the loss of open space unless it can be proven that the open spaces is surplus to requirements, the loss will be mitigated by equivalent provision of space or the development is for an alternative sports or recreational use.

As well as the Green Belt there are several other planning designations that protect sites within the area. These include:

- Two sites are designated as Sites of Special Scientific Interest (SSSI). The Sevenoaks Wildlife Reserve and a part of the Greatness Quarry (a geological designation);
- Two areas of Ancient Woodland towards the north of the Wildlife Reserve; and
- A further designation of the Wildlife Reserve as a Local Nature Reserve (LNR).

These designations are recognised by the Core Strategy and the NPPF (paragraphs 73 to 77).

There are also number of open space allocations within, or in close proximity, to the study area. These include:

- Millpond Wood;
- Bradbourne Vale Lakes; and
- An area of open space at the entrance to the Greatness Quarry (Tarmac site).



Entrance to Greatness Cemetery on Seal Road



The Sevenoaks Wildlife Reserve



Greatness Recreation Ground

2.3 CORE STRATEGY POLICIES

The Sevenoaks District Council adopted Core Strategy contains a number of strategic policies which must be taken into consideration as part of this masterplan. A summary of these is provided below.

Policy SP1: Design of New Development and Conservation

This policy promotes high quality design that responds to the local character of its surroundings. It requires new development to take account of adopted design guidance such as local Character Area Assessments. The policy promotes sustainable development that enhances the districts natural and heritage assets.

Policy SP2: Sustainable Development

This policy sets out the environmental standards new development must meet such as BREEAM. These requirements are more relevant to detailed proposals rather than this high level masterplan.

The policy goes on to state the Council's ambition to reduce reliance on the car. This is to be achieved by improving the pedestrian environment, improving public transport and requiring new development that generates significant traffic to prepare Travel Plans. This desire must be reflected in the masterplan.

Policy SP3: Provision of Affordable Housing

This policy sets out the Council's requirements for affordable housing for new development. This states that the following % of new homes must be affordable:

- 40% for developments of 15 dwellings or more;
- 30% for developments of between 10 and 14 dwellings;
- 20% for developments of 5 – 9 dwellings; and
- 10% equivalent financial contribution for developments of 5 units or less.

65% of the affordable housing element for new development must be socially rented.

Further guidance is provided in the Affordable Housing SPD adopted in 2011.

Policy SP5: Housing Size and Type

This policy states the Council's desire for new development to contribute to a mix of housing in residential areas, that reflects local need. This is to include smaller units in suitable locations to increase the district housing stock. The policy promotes development that meets lifetime homes standards and the provision of specialist housing for the elderly and disabled. The policy gives no numbers or percentages to suggest what proportion of new development, must be of a certain size or type.

Core Strategy

Adopted February 2011

Local Development Framework

The 2011 Core Strategy is an important consideration that guides the masterplan

Policy SP7: Density of Housing

This policy states that the development within the urban area of Sevenoaks (including the study area) must achieve a density of 40 dwellings per hectare.

Policy SP 8: Economic Development Land for Business

This policy states that the District will protect and encourage the intensification and regeneration of existing business areas. In the study area these would include the neighbourhood centre at St Johns, the allocated employment sites and other sites currently in commercial use. The policy promotes the provision of small business space across the borough and initiatives that will improve skills.

This policy would provide some protection to undesignated employment sites close to Bat and Ball station.

Policy SP9: Infrastructure Provision

This policy states that where new development generates a requirement for improved physical, social and green infrastructure, developers will be expected to provide, or contribute to, this requirement. Plans for new development in this masterplan must consider this requirement.

Policy SP10: Green Infrastructure, Open Space, Sport and Recreation Provision

This policy sets out the Council's desire to develop a Green Infrastructure Network – primarily by linking existing areas of open space. It states that existing open space and recreation facilities should be retained. The study area benefits from a generous selection of open green spaces and recreational facilities. This masterplan offers an opportunity to join these up as part of a wider green network in line with this policy.

Policy SP 11: Biodiversity.

This policy emphasises the importance of protecting and enhancing biodiversity in the District especially on nationally designated sites such as SSSI areas.



3. Socio economic overview

3.1 OVERVIEW

Regeneris have carried out a socio-economic overview of the Northern Sevenoaks area to support the masterplan. Data sources are however not available based on the defined study area boundary and so the best fit has been taken to gain an understanding of the area. This covers a slightly larger geographic area and includes some land to the south of the A25 within St Johns. The area used for analysis is indicated in Figure 3.1.

As a comparator analysis is also presented for Sevenoaks Town Centre, The Sevenoaks District, the County of Kent and England. This is presented in this section of the report.

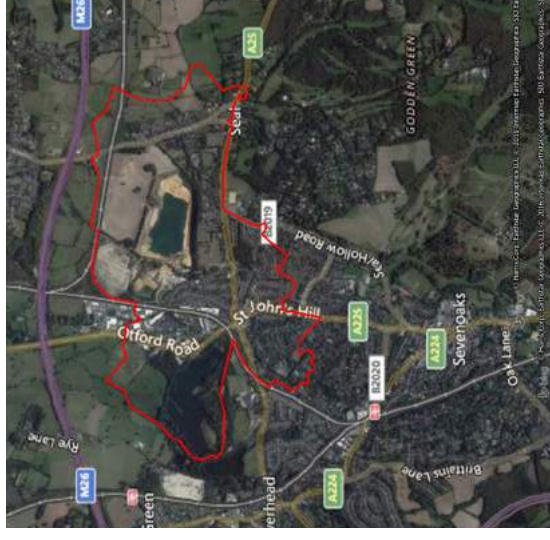


Figure 3.1 Boundary of Northern Sevenoaks socio-economic data output area

3.2 POPULATION AND DEMOGRAPHIC CONDITIONS

The adjacent Table 3.1 below summarises population and demographic data for the Northern Sevenoaks masterplan area and surrounding benchmark areas at varying geographical scales.

Within the red line boundary of Northern Sevenoaks (as indicated in Figure 3.1) there is a population of approximately 7,000 people. The data indicates that between the 2001 and 2011 censuses, the population in Northern Sevenoaks increased by 6%. However this percentage increase is considerably lower than that experienced in Sevenoaks Town Centre (19%) and notably lower than of the county (10%) and national averages (8%) over the same period.

In absolute terms, between 2001 and 2011, the population of Northern Sevenoaks has grown by more than 550 people, equivalent to 0.6% a year. As Figure 3.2 shows, this is similar to the year on year growth at the Sevenoaks District (0.5%) yet markedly less than Sevenoaks Town Centre which experienced three times the level of average annual population growth in comparison to Northern Sevenoaks.

The proportion of the Northern Sevenoaks resident population that is of working age (16-64 years old) is 63%, which is in line with the borough level of 62% and the national average of 65%.

The proportion of Northern Sevenoaks' population aged over 65 years old is in line with the national average (16%), however, the area has a smaller proportion of over 65's than Sevenoaks Town Centre (20%), Sevenoaks Local Authority (19%) and Kent (18%). However, as Figure 3.3 shows, within the working age group the population of Northern Sevenoaks is younger than surrounding areas. Approximately a quarter of Sevenoaks population is aged between 25-44 compared to almost 30% in Northern Sevenoaks.

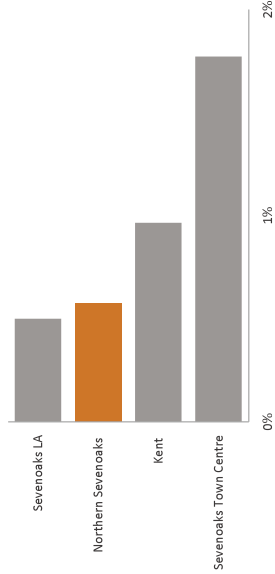


Figure 3.2 Average Annual Population Growth (2001-2011)
(Source ONS Census data)

	Dataset	Northern Sevenoaks	Sevenoaks Town	Sevenoaks District	Kent	England
Overall Population	2011	7,062	3,481	114,893	1,463,740	53,012,456
	2001	6,668	2,920	109,305	1,329,718	49,138,831
Percentage change		5.9%	19.2%	5.1%	10.1%	7.9%
Age 16-64	2011	63%	62%	62%	63%	65%
Age 0-15	2011	21%	18%	20%	19%	19%
Age 65+	2011	16%	20%	19%	18%	16%

Table 3.1 Population demographic data (Source ONS Census data)

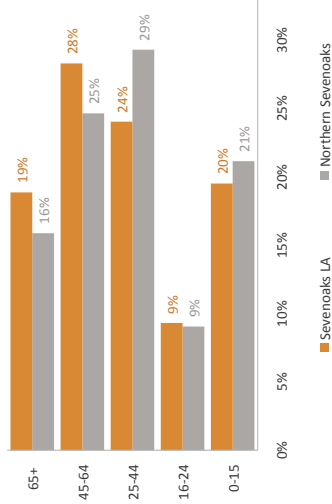


Figure 3.3 Population Age Profile
(Source ONS Census data)

3.3 LABOUR MARKET

Northern Sevenoaks has a strong local skills base. As Figure 3.4 shows approximately a third of the population in Northern Sevenoaks holds a level 4 qualification or above (degree qualifications), significantly above the Kent (25%) and England (27%) levels.

However, around one in five of Northern Sevenoaks population has no qualifications in line with both Kent and England averages (22% in each area) and slightly higher than the district level (19%).

However, the proportion of residents with no qualifications in Northern Sevenoaks (22%) is notably double that of the Sevenoaks Town Centre level (11%). This does not necessarily suggest that Northern Sevenoaks is underperforming by this measure, as it is in line with the Kent and England averages, but highlights the different dynamics affecting the town centre.

Local wages are only available at the District level but highlight the wider dynamics affecting Sevenoaks. When looking at workplace and resident earnings together, Sevenoaks shows a stark contrast between the wages of local residents and those employed in the area. As Figure 3.5 highlights there is a 13% difference between the earnings of residents (£585 per week) and the earnings of those who work in Sevenoaks (£518 per week). Whilst this is a pattern commonly seen across Kent (5% disparity) and the South East (3% disparity), Sevenoaks has a markedly higher disparity in comparison, suggesting that it's a desirable place to live, yet a place with lower paying work opportunities than surrounding areas.

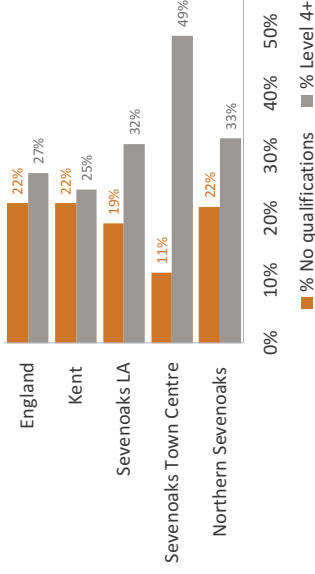


Figure 3.4 Qualifications (Source ONS Census data)

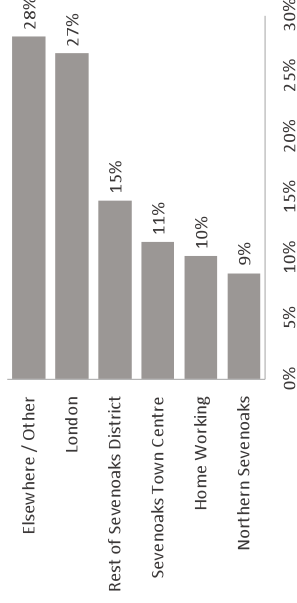


Figure 3.6 Employment Destination of Northern Sevenoaks Residents (Census 2011)

The disparity between workplace and resident earnings can be further understood by looking into commuting patterns. As Figure 3.6 shows over 35% of employed residents in Northern Sevenoaks work in the Sevenoaks District, with 9% of these residents working in Northern Sevenoaks.

Across the whole District, only 23% of residents in employment also work in Sevenoaks, emphasising that Northern Sevenoaks is relatively more self-contained in employment terms.

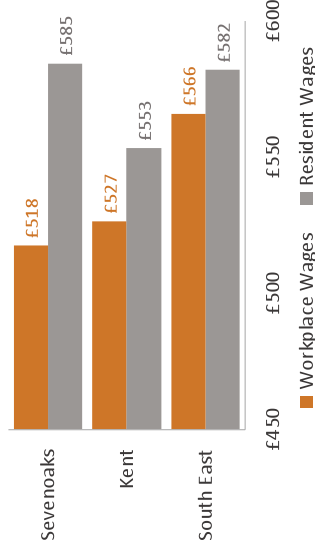


Figure 3.5 Workplace and Resident Earnings (Source Annual survey of hours and earnings (ASHE) - resident analysis 2016)

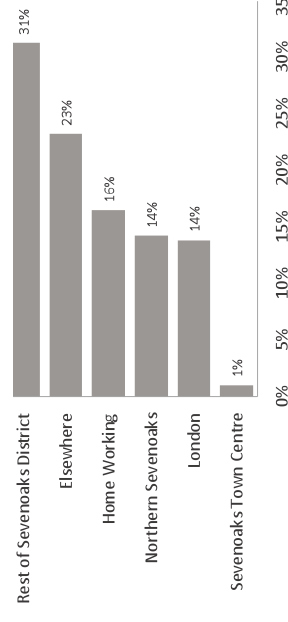


Figure 3.7 Home Location of Northern Sevenoaks Employees (Census 2011)

However, out commuting is still an important factor in the area, with 27% of employed residents commuting to London, compared to 40% for the Town Centre and around a third across the district. In addition, over a quarter of residents commute elsewhere, including surrounding areas such as Tonbridge, Tunbridge Wells, Maidstone and Dartford.

In terms of in-commuting the catchment for employment is far narrower, with 46% of all workers in Northern Sevenoaks residing within the Sevenoaks LA boundary - a figure that rises to 63% if you include homeworking. Around 15% of workers in Northern Sevenoaks commute in from London, with workers predominantly travelling to the area from the surrounding boroughs of Bromley, Bexley and Greenwich.

3.4 BUSINESS BASE

The largest employment sectors in Northern Sevenoaks include retail (700 jobs or 26% of total employment), health (600, 22%) and wholesale (275, 10%). Northern Sevenoaks as a whole has a different employment profile to Sevenoaks Town Centre, which has a more even distribution of sectors present with a particular focus on business administration and support (15%), professional, scientific and technical services (10%).

The dominance of the retail sector in Northern Sevenoaks can be accounted for by a concentration of large scale retail activity around the Bat and Ball station and the Vestry Road retail park that host a variety of large national retailers such as Sainsbury's, Wickes, PC World and others.

It is important to note however that due to the LSOA boundaries used, a proportion of the Vestry Road Industrial Estate has been omitted from the sample, which suggests that the total scale of employment is likely to be higher than the data presented here.

Looking at the local employment base in the national context provides insight into the employment specialisms within Northern Sevenoaks, which reflects the employment profile of the area with retail, wholesale and health all having a location quotient greater than 1.5.

Retail and health have both grown in the area since 2009, with a growth of 16% (175 jobs) respectively, however despite wholesale providing the third highest proportion of employment in Northern Sevenoaks the sector has declined by almost a quarter (85 jobs) over the same period (24%).

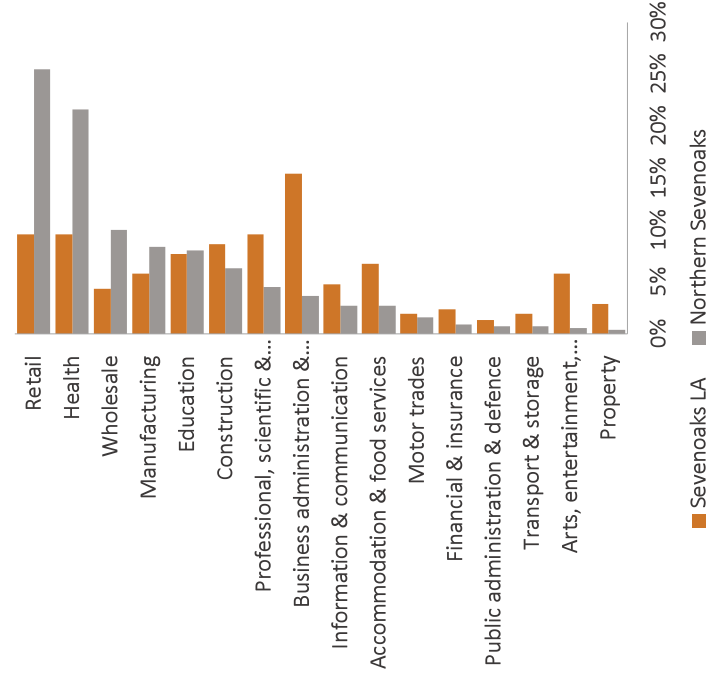


Figure 3.8 Employment Profile
(Source: ONS, Business Register and Employment Survey, 2016)

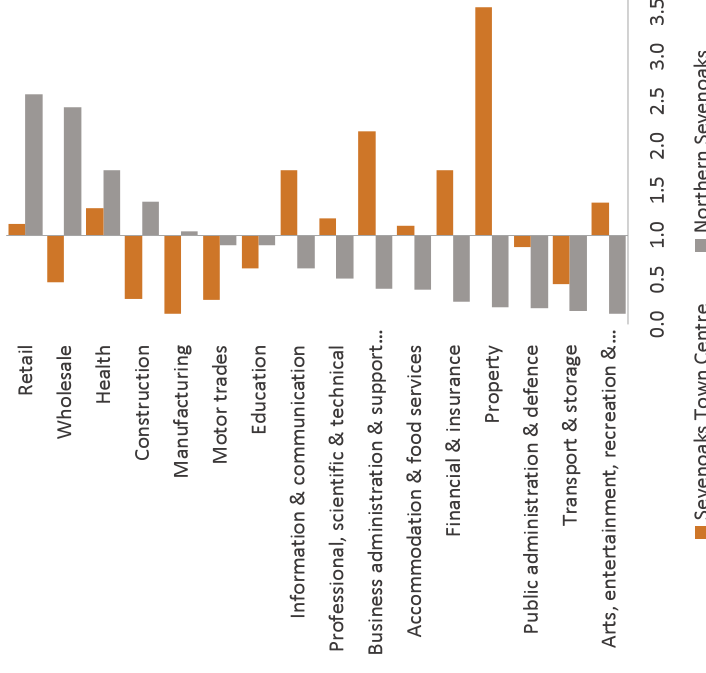


Figure 3.9 Employment Specialisms
(Source: ONS, Business Register and Employment Survey, 2016)

As Figure 3.10 shows, despite representing the fifth largest share of Northern Sevenoaks total employment, the construction sector has seen the largest percentage increase of employment, with approximately a two-fold increase of those employed in the sector between 2009-2015. Other sectors that have experienced notable employment growth over the same period are information & communication (50%), accommodation & food services (50%) and professional, scientific and technical (39%).

There are several areas where Northern Sevenoaks has a significantly lower proportion of employment than at the District level. This is particularly the case within professional and scientific services, where there is over double the proportion employed in this sector at the District level (9%) than within Northern Sevenoaks (4.5%).

This disparity is even starker when comparing Northern Sevenoaks to Sevenoaks Town Centre, which has a local finances specialism, possessing a location quotient of 1.7 compared to 0.3 in Northern Sevenoaks.

In terms of employment growth between 2009-2015 the trend is equally as pronounced. Here, financial and insurance sectors have grown across the district by a quarter, yet declined within Northern Sevenoaks by 17%. This divergence is also seen in business administration, transport & storage, motor trades, property and arts and recreation. Whilst this is not particularly surprising given Northern Sevenoaks current role and function, this is worth considering when thinking about the future aspirations of the area and its relationship with the town centre.

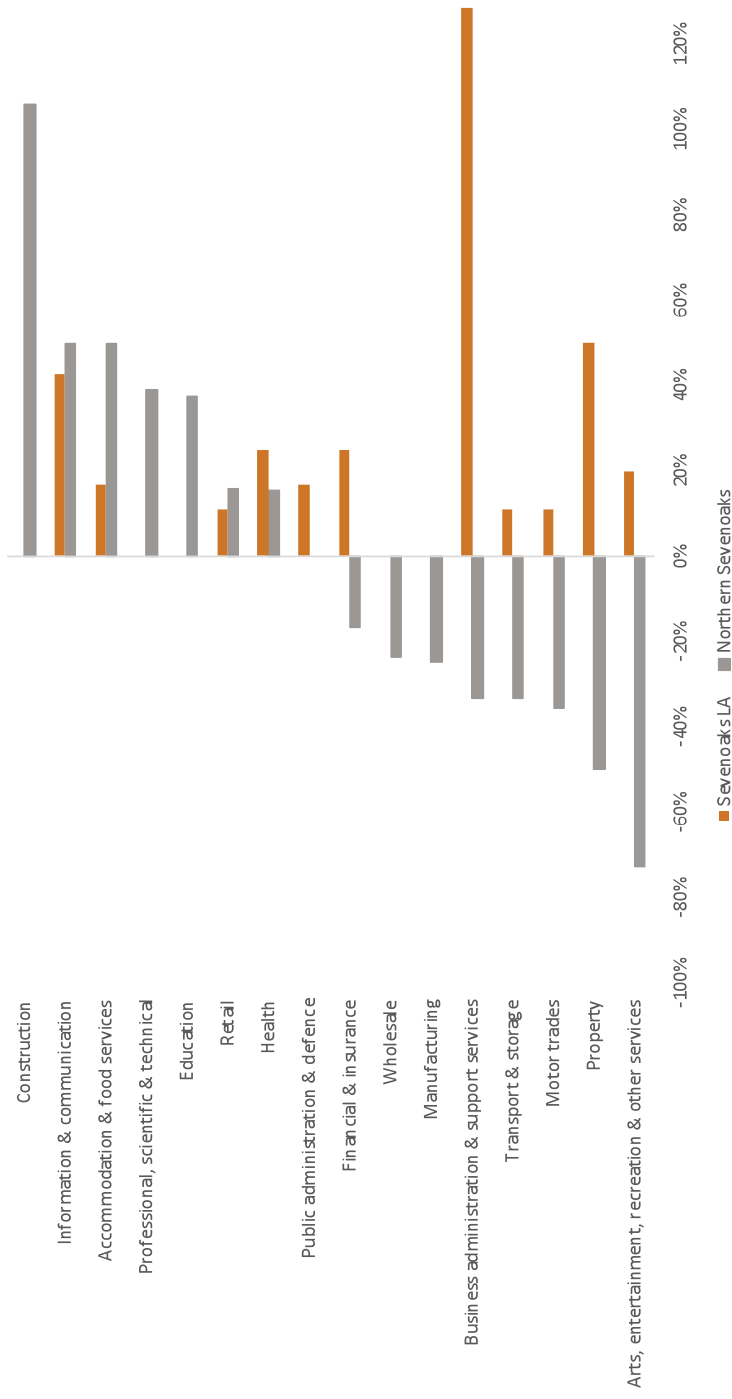


Figure 3.10 Employment Growth 2009-2015
(Source: ONS, Business Register and Employment Survey, 2016)



4. Spatial strategy

4.1 SWOT ANALYSIS

Through our analysis and consultation with local people and stakeholders we have identified the following Strengths, Weaknesses, Opportunities and Threats for Northern Sevenoaks.

STRENGTHS

- **Access to Nature** - a variety of open spaces including the Sevenoaks Wildlife Reserve and Greatness Recreation Ground;
- **Views** towards surrounding countryside - especially to the north and east;
- **Accessibility** - good transport links;
- **Character** - especially around the village centre at St Johns;
- **Local shops** - variety of shops and services from the local shops at St Johns to big box retailers to the west of the Vestry Estate;
- **Jobs** - a strongly performing labour market;
- **Education** - excellent local schools; and
- **Wildlife** - high biodiversity value with several protected sites across the study area.

WEAKNESSES

- **Hostile environment** - a lack of activity and dominance of commercial uses around the station;
- **Traffic** - dominance of heavy traffic on the major routes, the A225 and A25;
- **Severance** - poor pedestrian and cycle environment along the A25 and A225 and at Bat and Ball junction;
- **Lack of rail crossings** - the railway acts as a barrier to east/west movement;
- **Public realm** - poor quality public realm and pedestrian environment at the neighbourhood centre at St Johns;
- **Vacancy** - empty shop units in St Johns;
- **Bad neighbours** - fragmented townscape in the residential areas;
- **Development challenges** - lack of available sites for new development; and
- **Poor linkages** - lack of connection between landscape assets including the Wildlife Reserve, Greatness Recreation Ground and the Cemetery.



OPPORTUNITIES

- **Bat and Ball Station** - refurbish the station, deliver more activity and open up a western access - transform the arrival experience;
- **Community Centre** - deliver a new community centre adjacent to the station;
- **Animate the streets** - create more activity and a safer streetscape around the station through new development;
- **Improve linkages** - improve the pedestrian and cycle environment especially between key destinations such as local schools, St Johns neighbourhood centre and the station;
- **Visitor Centre** - improve access to the Wildlife Reserve including the potential for a new Visitor Centre;
- **New homes** - provide a mix of new homes including affordable properties;
- **Alternative housing models** - provide a distinctive offer including opportunity for self build and / or co-housing;
- **Employment focus** - use new development to create new jobs;
- **Green Belt review** - remove some sites from the Green Belt to free up land for development;
- **Green network** - deliver new green spaces and improve connections between them;
- **Water based recreation** - create a new water based recreational open space when Tarmac completes extraction at Greatness Quarry; and
- **Greatness Recreation Ground** - improve facilities.



Sevenoaks Wildlife Reserve - the masterplan offers the opportunity to open up access to this facility including the construction of a new visitor centre



Greatness Recreation Ground - the masterplan offers the opportunity to improve facilities here



St Johns - the masterplan offers an opportunity to improve the environment for people and business

THREATS

- **Uncoordinated development** - piecemeal development that fails to collectively address the spatial issues that the area faces;
- **Increasing traffic** - failure to deliver improvements in the public transport/walking and cycling network leading to an increasing reliance on the private car;
- **Reduction in Biodiversity** - development that threatens the area's biodiversity or the special character of the Wildlife Reserve;
- **Standard housing product** - development that fails to respond to local character or need and reduces local identity;
- **Community infrastructure** - new development should be supported by enhanced education and health provision;
- **Affordability** - increasing rises in house prices to levels that local people cannot afford and a failure to provide alternatives.
- **Investment** - a failure to invest in the area leading to a declining public realm and street environment;
- **Development constraints** - some sites within the area are difficult to deliver due to former uses and contamination;
- **Planning policy** - existing policy protects employment uses close to the station where they impact on the success of the area;
- **Flooding** - this creates constraints in some parts of the Northern Sevenoaks area;
- **Decline at St Johns** - closure of shops and services at St Johns due to competition elsewhere;
- **Lack of ambition** - there are a number of big opportunities for the area including the completion of gravel extraction at Greatness - these need to be grasped; and
- **Expectations** - regeneration is challenging and takes time to deliver - change will not be delivered over night.

4.2 VISION AND OBJECTIVES

Through our analysis and consultation with local people and stakeholders we have identified the following Vision for Northern Sevenoaks.

‘NORTHERN SEVENOAKS will be a successful and vibrant place with a strong identity that takes advantage of its good connections and easy access to open countryside. A neighbourhood that provides a variety of homes, excellent schools and local shops, facilities and employment opportunities; that is set within a landscape of open fields, lakes and woodland and where it is possible to buy or build your own home and be at one with nature.

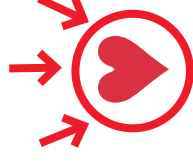
The Sevenoaks Wildlife Reserve, Greatness Lake and Greatness Recreation Ground provide a unique and rich natural environment for both active sports and quiet contemplation and a network of safe routes provide easy access to local facilities. Northern Sevenoaks will be a **NATURALLY GREAT PLACE TO LIVE’.**

Figure 4.1 Project Vision

To achieve this vision, we have set the following three objectives.

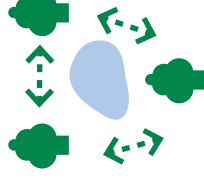
1

To **strengthen the heart** of Northern Sevenoaks by improving the environment around the station and St Johns and encouraging residential development in close proximity to transport links and local services.



2

To **make the most of the area's natural assets** including Greatness Recreation Ground, The Sevenoaks Wildlife Reserve and a new leisure area around Greatness Lake when Tarmac have finished extracting gravel.



3

To consider opportunities for **sustainable expansion** of Sevenoaks to the north.

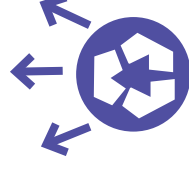
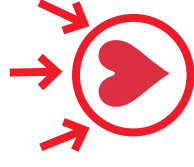


Figure 4.2 Project objectives

4.3 STRENGTHENING THE HEART IMPROVING THE ARRIVAL EXPERIENCE



The poor quality environment at Bat and Ball station was one of the key issues picked up by our analysis and conversations with stakeholders and local people. There are several elements that contribute to this poor sense of place. These are:

- The poor quality public realm and way finding;
- The dominance of light industrial uses which create dead space around the station; and
- The single sided access to the station (eastern side).

The Town Council have prepared plans to refurbish the listed station building. These proposals include the creation of a community café and meeting rooms. Bringing the station building back into active use will bring more life to the station and surrounding area. The listed station building will also be improved.

On the western side of the railway tracks the Town Council is developing plans for a new community centre and nursery. This will replace the existing facility on the site. The emerging proposals include opening up access to the station from the western platform via a new public space linking the station to Otford Road.

The masterplan proposals support these developments and examine interventions that could go further to improve the arrival experience into Northern Sevenoaks.

New arrival spaces at Bat and Ball Station

The masterplan proposes to reconfigure land to the east of the station to create a new public space and arrival point at the station.

Currently pedestrians walk up the busy Bat and Ball Road towards St Johns with a brick wall deterring use of the quieter Chatham Hill Road. To the rear of this wall is a small green space. The masterplan proposes to remove the wall re-landscape the space and guide pedestrians to use Chatham Hill Road. The new space would create a more positive first impression of the area. It would also help direct people to use Chatham Hill Road as a pedestrian route to the local centre.

A further public space would be created at the junction of Chatham Hill Road and Otford Road. This space is currently occupied by shrubs that block views towards the station.

The two new public spaces would be linked by public realm improvements along Chatham Hill Road itself and the lane linking from Seal Road. All of these improvements would be carried out in the same palette of materials and create a legible and attractive pedestrian link between the station and Bat and Ball junction.

New residential development

To help enliven the area and the improved public realm on either side of the railway tracks the masterplan proposes the development of two new residential apartment blocks. The first block would be located to the south of the new community centre overlooking the path/public space that gives access to the station. The second block would be located on the site of the former St Johns Ambulance building on Chatham Hill Road. It should overlook the pedestrian route to the station from Bat and Ball junction providing animation of this route.

Together these two blocks could deliver approximately 24 new dwellings at a residential density of 60 dwellings per hectare. There could be some commercial uses at ground floor level.

Potential to transform arrival experience at the station, provide new community facilities and new homes



Figure 4.3 Improving the arrival experience at Bat and Ball station



1. A new arrival space would be created in front of the station between Bat and Ball Road and Chatham Hill Road



2. The space at the top of Chatham Hill Road / Bat and Ball junction would be improved



3. New housing to be provided to overlook key routes in and out of the station

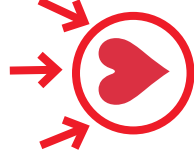


4. Bat and Ball Station will be refurbished - example above shows a similar scheme at Crystal Palace Station



5. The Town Council is developing plans for a new community centre to the west of the station. The image indicates a recent visualisation

4.4 STRENGTHENING THE HEART ST JOHNS VILLAGE



The high Street at St Johns is the primary location for local shops and services. The area has some fine character buildings and is designated as a 'Neighbourhood Centre' in the adopted Development Management Plan. However, there are a number of empty commercial units in the area and it suffers from poor environmental quality due to the heavy road traffic on St John's Hill and narrow pavements and several buildings are in a poor state of repair.

Accessing the local centre from the Bat and Ball junction is also difficult for pedestrians due to the complicated crossing arrangements and busy roads.

The masterplan proposes public realm improvements from Bat and Ball junction to Wickenden Road. Where possible the pavements should be widened. This could be achieved by use of shared surfaces or other improvements aimed at giving greater priority to pedestrians.

The greatest potential for improving footways is in front of the row of shops to the north of Wickenden Road. The pavements are already wide here. Public realm improvements could provide attractive outside sitting areas for cafes or space for market stalls or community activities.

The crossing arrangement at Bat and Ball junction should be re-investigated to facilitate quicker and easier pedestrian crossing. The method by which this could be achieved should be identified as part of a wider traffic study which examines the potential impact of this masterplan on the network – especially the vehicle flows along the A25 and A225.

One approach that could be considered is the use of shared surfaces that give a greater priority to pedestrians whilst keeping traffic moving but at a slower speed. This approach has been successfully utilised in Poynton in Greater Manchester.



There is significant potential to improve the public realm and give more space over to pedestrians outside the row of shops to the north of Wickenden Road (above)



The use of shared surfaces at a busy junction in Poynton, Greater Manchester have created a better pedestrian environment whilst keeping traffic flowing



Where possible the masterplan proposes that the pavements along St Johns Hill should be widened to improve the pedestrian experience



Masonic Hall on St Johns Hill

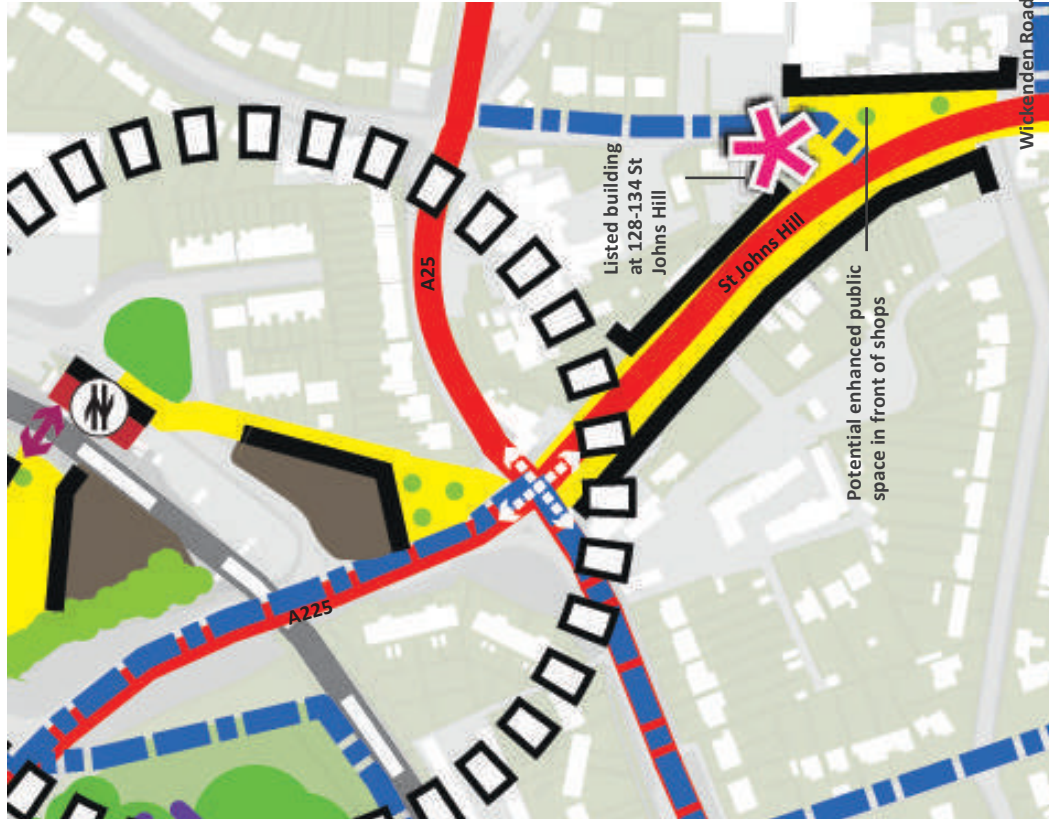
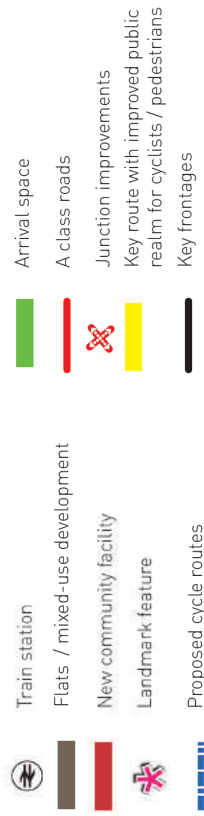
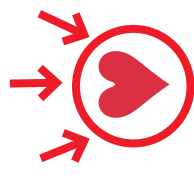


Figure 4.4 Improving the public realm at St Johns



The public realm on St Johns Hill should be improved, traffic slowed and pavements widened where possible. The above images show the town of Poynton in Cheshire. Here the road carriage has been narrowed to give more space over to pedestrians.

4.5 STRENGTHENING THE HEART DEVELOPING AROUND THE STATION



One of the negative qualities of the Bat and Ball area is the presence of light industrial uses. Many are unsightly and they fail to generate any overlooking or activity to the routes and spaces. The large floor plate buildings sit uncomfortably against the smaller scale residential buildings and create a fragmented townscape with limited pedestrian or vehicular connections across commercial sites.

The masterplan proposes that sites with employment uses (shown in Figure 4.5) could be redeveloped over time to release land for new residential and mixed use development. This would help to enliven the area by intensifying development and creating new blocks to repair the fragmented townscape. The area benefits from close proximity to transport links, the neighbourhood centre at St Johns and is a short walk from Greatness Recreation Ground and the Wildlife Reserve. It is therefore a suitable and sustainable location for new residential accommodation.

Two of the sites shown in Figure 4.5 are already allocated for residential development in the area (The Gas Works and Water Works sites). Both are however constrained by their previous uses and development has been slow to come forward. The area would benefit from a more comprehensive regeneration.

A further two sites are within or partly within sites allocated for employment (The Sevenoaks Enterprise Centre and Vestry Road) and would need to be released from this allocation before any redevelopment could occur. This would result in the loss of approximately 3ha of allocated employment land.

Figure 4.6 shows how the area could be reconfigured to create a series of street blocks. Buildings should be designed to overlook the new routes and spaces – including a proposed leisure cycle route through the area.

New development could deliver a mix of uses with commercial units at ground floor and apartments above. This would maintain (at least in part) the employment function of the area. These sites could deliver approximately 390 new homes. A mix of housing types would be provided to be in line with Council's housing policy. Sites in close proximity to the station, bus links and the neighbourhood centre at St Johns should be brought forward for apartments (potentially with commercial uses / small business units or convenience stores at ground floor level) at a density of 60dph. Other sites should be brought forward with houses at a density of 40dph.

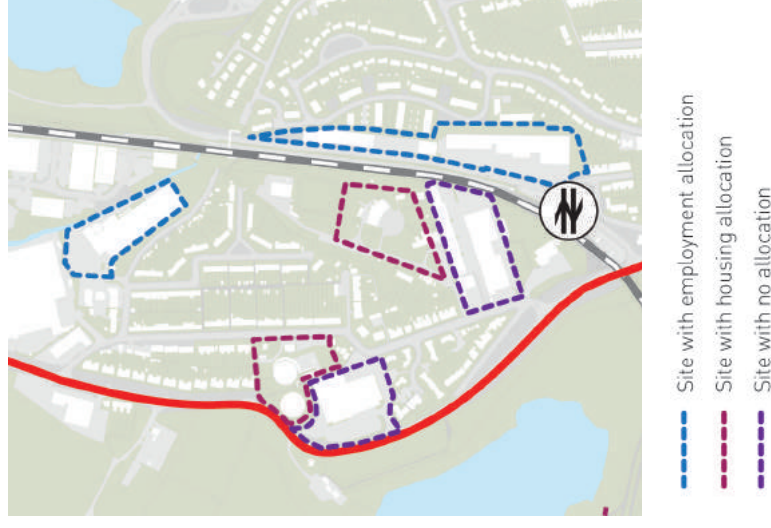
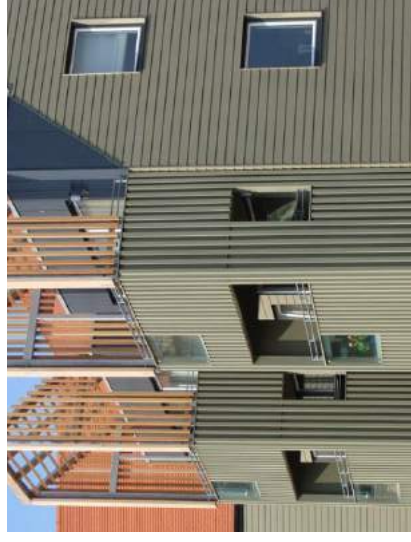


Figure 4.5 Employment sites that could be redeveloped for residential led mixed use development



Figure 4.6 Potential development blocks created through the relocation of employment uses

Potential for 390 new homes to enliven the area around Bat and Ball station



1. Apartment buildings would deliver higher density development near the station



1. Apartment buildings near the station could have some commercial uses at ground floor level



2. Lower density housing could be located on sites further to the north of the station

4.6 MAKING THE MOST OF NATURAL ASSETS THE SEVENOAKS WILDLIFE RESERVE

The Sevenoaks Wildlife Reserve is one of the areas most valuable assets. It serves both as a recreational and educational resource. However, access to the Reserve is restricted to a single point off Bradbourne Vale Road and this is not easy to find.

The Reserve is managed by Kent Wildlife Trust and they have ambitions to increase the number of people that visit it and gain a greater understanding and respect for the natural world. Maintaining its character and the important function of protecting the natural environment and wildlife is critical. Cycling and dog walking are not permitted in the Reserve and it is a place for quiet enjoyment rather than active use however there are opportunities for enhancement.

Whilst the Reserve provides a wonderful tranquil environment walks are linear and there are currently no opportunities to take a circular route through the area which would be appealing to many people.

The masterplan proposes the introduction of a circular walk as a first step in improving the Reserve. A new route would join the paths that run to the north and south of the East Lake - the Reserve's largest body of water.

The masterplan also proposes improved access to the Reserve from the east through the creation of a new entrance and visitor centre. It is important that the Reserve can be secured and so only one additional point of access is proposed.

The new visitor centre could be located on Otford Road where it would be highly visible and the masterplan indicates the former Council depot site opposite the gas works as a suitable site. This can be accessed from Bat and Ball station via the existing alleyway leading from Cramptons Road and in the longer term, when the gas works site is developed, a more fitting route from Cramptons Road should be secured. This will allow a clear line of sight to the visitor centre when emerging from the western entrance of the station.

The public realm along this route would be of a high quality to aid legibility and encourage pedestrian and cycle movement to the Reserve along this route rather than along the busy A225.

In addition a new east-west walking and cycling route is proposed extending from the Visitor Centre in the east to Dunton Green station to the west. This will extend the network of recreational routes through the area and provide improved access to both the visitor centre and to train services.



The new visitor centre should be architecturally interesting and highly visible to help attract people to use this special resource.

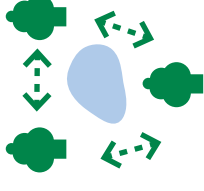
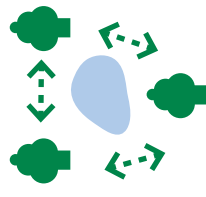




Figure 4.7 Potential improvements to the Wildlife Reserve

*A new community asset for
Northern Sevenoaks*

4.7 MAKING THE MOST OF NATURAL ASSETS GREATNESS RECREATION GROUND



Greatness Recreation Ground is another one of Northern Sevenoaks positive assets. This open space has a very different character from the Wildlife Reserve. It is an active space with a play park, skate park and playing fields. The Sevenoaks Town Football Club rents the playing fields from the Town Council.

The football club has a number of long term ambitions. These are shown on the masterplan and include:

- Resurfacing of the adult pitch with a 3G material;
- The construction of a new pavilion with new changing rooms, a meeting room, a kitchen / refreshment area, storage facilities and a medical room along with a separate community area / café; and
- Provision of a Multi Use Games Area (MUGA)

As well as these facilities the masterplan shows the creation of new cycling and walking routes through the area. The cycling route is proposed along the sites western boundary on a north / south axis. This would connect through Millpond Wood to the south and extend to Trinity School. To the north the route connects to a new recreational open space around Greatness Lake (see Section 4.8).

The existing children's play area could be relocated next to the MUGA to consolidate play facilities and leave room for the for the car park to be extended. A circular walking route is proposed to run around the football pitches creating a new perimeter path around the park. This could potentially connect to the adjacent cemetery further expanding the area's green network.



- Proposed paths
- New sports pavilion
- Proposed pedestrian/cycle link
- MUGA
- Play area
- Skate park
- Key route /area with high quality public realm
- Existing paths
- Proposed 3G Pitch
- Outdoor gym
- School
- A class roads



1. MUGA



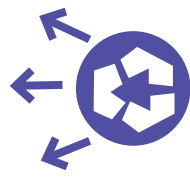
2. It is proposed to resurface the existing adult pitch with a 3G material

Figure 4.8 Potential improvements to Greatness Recreation Ground



3. A new sports pavilion is proposed overlooking the playing fields

4.8 SUSTAINABLE EXPANSION GREATNESS LAKE



The large open area and lake between Greatness Recreation Ground and the east-west railway line (Ashford line) to the north is currently occupied by Tarmac. Gravel extraction on this site is set to complete in the coming years and the site will be returned to public use by 2030/2032. Before it is returned the land will be re-profiled. This exercise will completely re-shape the lake that is currently on site and move it toward the north-east quadrant of the site.

This open space and lake offers a significant opportunity for a new recreational open space for Northern Sevenoaks. Unlike the Wildlife Reserve this site could host a number of activities including cycling and water sports. To deliver such a resource the masterplan proposals show the partial redevelopment of the south-western corner of the Tarmac site for residential uses. This area was identified by Arup's Green Belt Assessment as one of the sites that could potentially be removed from the Green Belt due to its semi-urban character and the relatively limited role it plays in preventing sprawl and the merging of Sevenoaks with other settlements.

From an urban design perspective, development in this south-west corner offers significant advantages. Housing could be delivered as part of a sustainable, landscape led masterplan that would connect the open spaces at Millpond Wood and Greatness Recreation Ground with a new 75ha area of publicly accessible land on part of the Tarmac site. This could include a new waterbody for recreational uses (Greatness Lake).

Pedestrian and cycle routes could be designed to link the new homes to the station and the local centre at St. Johns and provide access to the area for residents from both Northern Sevenoaks, Seal and Kemsing. The new housing could connect into the existing pattern of streets and complete existing development blocks to improve the existing streetscape.

The lake could be used for watersports and be accompanied by a visitor centre. There are also opportunities to refurbish some of the attractive historic buildings located on the Tarmac site (subject to viability).

Collectively, the proposals deliver an extremely valuable resource for Northern Sevenoaks that will improve the life for existing residents, attract new residents and visitors and bring more money into the local economy.

Planning such a development at an early stage will help the District Council plan the community infrastructure that would be triggered by the population increase and help to guarantee that the community assets described are delivered.



Image showing one of the historic buildings on the Tarmac site that could be restored

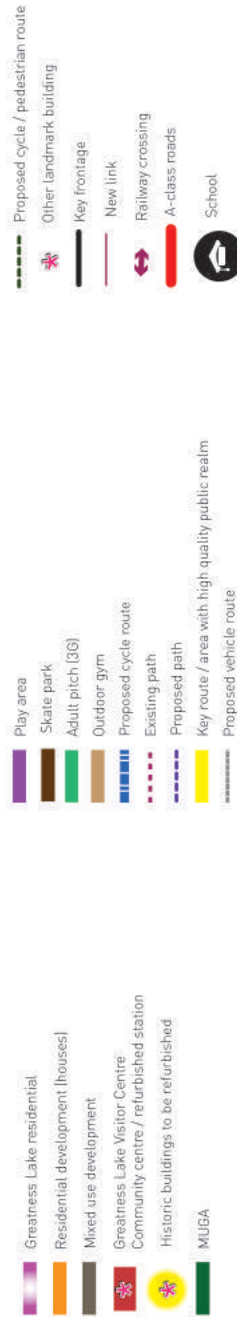
The masterplan estimates that approximately 600 new homes could be delivered within the area at a density of 30 - 40 dwellings per hectare.

Development would be contingent on the adequate testing of its impact on the surrounding road infrastructure. No development would be permitted without the resolution of any issues identified.

Potential to create 75Ha additional public open space together with 600 new homes, a watersports lake, visitor centre and bring historic buildings back in to use



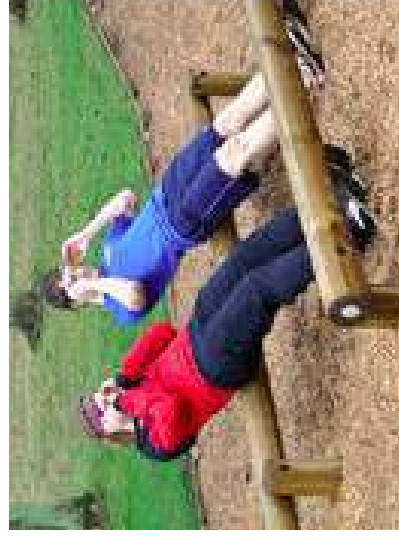
Figure 4.9 Proposals at Greatness Lake



The proposals include a new lake for watersports



The proposals would include a visitor centre



The proposals include new paths and opportunities for outdoor exercise



Figure 4.10 Masterplan for Northern Sevenoaks

4.9 MASTERPLAN IMPACT AND DELIVERY

THE BENEFITS OF THE MASTERPLAN.

The masterplan proposes a total of approximately 990 new homes. This could bring many benefits to the local area including:

- **An additional annual expenditure of £15 million in the local area**
- **Supporting 170 additional jobs**
- **Wider employment impacts associated with leisure activities**
- **400 affordable homes (300 affordable rented, rent to buy and shared ownership properties and 100 starter homes)**
- **An additional 75 Ha of new open space at Greatness Lake together with improved access to the Sevenoaks Wildlife Reserve**



The Northern Sevenoaks Masterplan sets out an ambitious vision for the area that builds on its existing strengths and assets.

The proposals will strengthen the heart of Northern Sevenoaks and include opportunities for development around Bat and Ball station, potential improvements to the public realm along St John's Hill, and the longer-term relocation of employment space to unlock development opportunities to the north of the station.

The proposals also make the most of the area's natural assets including Greatness Recreation Ground, Sevenoaks Wildlife Reserve and a new leisure area around Greatness Lake and improve access and connections to these assets.

DELIVERY STRATEGY

The vision for Northern Sevenoaks is a long term plan to be delivered over a 20 to 30 year time period and the masterplan proposals include a combination of:

- Immediate and shorter term projects that can generate tangible improvements for local residents and help to build momentum for the longer-term interventions;
- Medium term development opportunities that can be taken forward as sites become available for development and/or appropriate delivery structures can be put in place; and
- Long term opportunities setting out, at a higher level, how Northern Sevenoaks can accommodate the long-term growth requirements of the area.

Table 4.1 on the facing page sets out six key objectives that support the broader economic aspirations of the masterplan vision and provide a framework for identifying relevant projects and delivery mechanisms.

Delivering the masterplan will be an iterative process, with implementation of short-term activities informing how the longer-term vision should be delivered. In addition, the capacity of the Town Council and local authority to oversee delivery will clearly impact on how the longer-term proposals can be taken forward and will need to evolve if the plans are to come to fruition. Given this, the actions set out below are separated into short and longer term actions.

The approach set out above focuses on the requirements for a partnered approach to enabling and delivering development in Northern Sevenoaks, which can generate and harness the economic value unlocked in the area.

A partnered approach will ensure that Sevenoaks Town Council remains at the heart of the strategy, to secure the maximum possible benefits for the existing and future residents of the area. Specific opportunities for developing a partnered approach to delivering the masterplan may include:

- Operating as a development partner or an arms-length body to facilitate investment in the area;
- Establishing a not for profit trading subsidiary to support and ring fence new activities;
- Working with wider public sector stakeholders including Sevenoaks District Council, Kent County Council, landowners, Natural England and Sport England; and
- Harnessing private sector resource and services.

Opportunities for joint ventures with landowners may be linked to specific development areas.

These have been demonstrated to work effectively where they relate to specific, longer term projects in economically advantageous areas (such as Sevenoaks). They provide a mechanism for sharing risk, resourcing and the rewards and provide a mechanism through which less commercial schemes can be delivered.

Objective	Short Term	Longer Term
Gain recognition of the place	<ul style="list-style-type: none"> • Create an identity and brand for Northern Sevenoaks 	<ul style="list-style-type: none"> • Clear marketing strategy for masterplan to developers, occupiers and residents
Ensure the delivery of appropriate mix of housing an amenity space across the site	<ul style="list-style-type: none"> • Develop partnership of landowners to establish buy in to the vision • Develop definitive strategy on phasing and site assembly • Initial market testing with potential development partners 	<ul style="list-style-type: none"> • Develop appropriate structure or structures to deliver sites, ensuring an appropriate mix of housing and amenity across all stages of the project
Secure the provision of regionally significant leisure facilities for the area	<ul style="list-style-type: none"> • Further development of ideas for leisure facilities on key sites • Soft market testing with leisure operators • Development of a business case to support initial investment in leisure facilities 	<ul style="list-style-type: none"> • Development of a business plan for leisure facilities • Development of a trust to oversee the ownership and operation of leisure facilities within the masterplan area
Improve existing high street and station environments	<ul style="list-style-type: none"> • Short term investment to improve visual quality and footfall: <ul style="list-style-type: none"> • Signage and wayfinding • Shopfront improvement • Business partnerships • Public art • Planting 	<ul style="list-style-type: none"> • Development of flexible managed workspace in the vicinity of Bat and Ball station • Improved retail/concourse offer at the station
Support improved community infrastructure for current and future populations	<ul style="list-style-type: none"> • ‘Test’ activities at the new community centre • Pop up restaurants • Test classes • Community cinema 	<ul style="list-style-type: none"> • Development of strategy for community facilities linked to development proposals and with the new community centre acting as a hub
Ensure delivery of the plan includes appropriate employment space.	<ul style="list-style-type: none"> • Consult with Sevenoaks DC to understand the potential of releasing land around Bat and Ball from Employment Designations 	<ul style="list-style-type: none"> • Develop a strategy for long-term employment space requirements in partnership with landowners and employers. • Incorporate and test opportunities for flexible managed workspace in vicinity of the station • Develop a strategy for long-term employment space requirements in partnership with landowners and employers. • Incorporate and test opportunities for flexible managed workspace in vicinity of the station.

Table 4.1 Objectives and outline delivery mechanisms



Housing Numbers, Community Infrastructure Levy (CIL) and Affordable Housing numbers

The proposals in this masterplan promote the development of 990 new homes in Sevenoaks. Table 4.2 calculates the number of affordable homes the masterplan could deliver and the CIL contribution.

Based on the numbers included earlier in this study it is estimated that the masterplan could deliver 396 affordable homes. These could include approximately 300 Affordable Rent, Rent to Buy and Shared Ownership units and up to 100 Starter Homes (market homes sold to first time buyers at a minimum 20% discount).

Starter homes are an essential part of the mix as the release of brownfield land for housing is more likely to be supported if a high level of such units are provided on site.

The proposed housing development could deliver £5,465,250 of Community Infrastructure Levy (CIL).

These are substantial contributions of which 25% would be passed directly to the Town Council.



						CIL CONTRIBUTION
	Housing Units	Residential Floorspace	Employment Space (sqm)	Affordable Housing	Affordable Housing Floorspace	
Around Bat and Ball station (apartments)	207	13,455		83	7,719	£717,000
To North of Bat and Ball station (houses)	183	11,895	250	73	6,789	£638,250
To east of Wildlife Reserve	600	55,200		240	22,320	£4,110,000
TOTAL	990	92,070		396	36,828	£5,465,250
% Affordable Housing	40%					

Table 4.2 Potential CIL Contributions calculations





