

Summary report of all SEVENOAKS TOWN sites proposed for allocation in Sevenoaks District Council's Local Plan Regulation 18 consultation October 2025

The following report has been prepared by Sevenoaks Town Council to inform its Town Councillors of any planning background which may be relevant to the various sites proposed for allocation under Policy ST2 of [Sevenoaks District Council's recently published draft Local Plan](#), which is currently undergoing a Regulation 18 Public Consultation. The report includes any previous comments submitted by the Town Council in relation to prior proposals for the sites, as well as any relevant design guidance in its adopted Sevenoaks Town Neighbourhood Plan, or its draft Town Centre and St Johns Hill Area Masterplans.

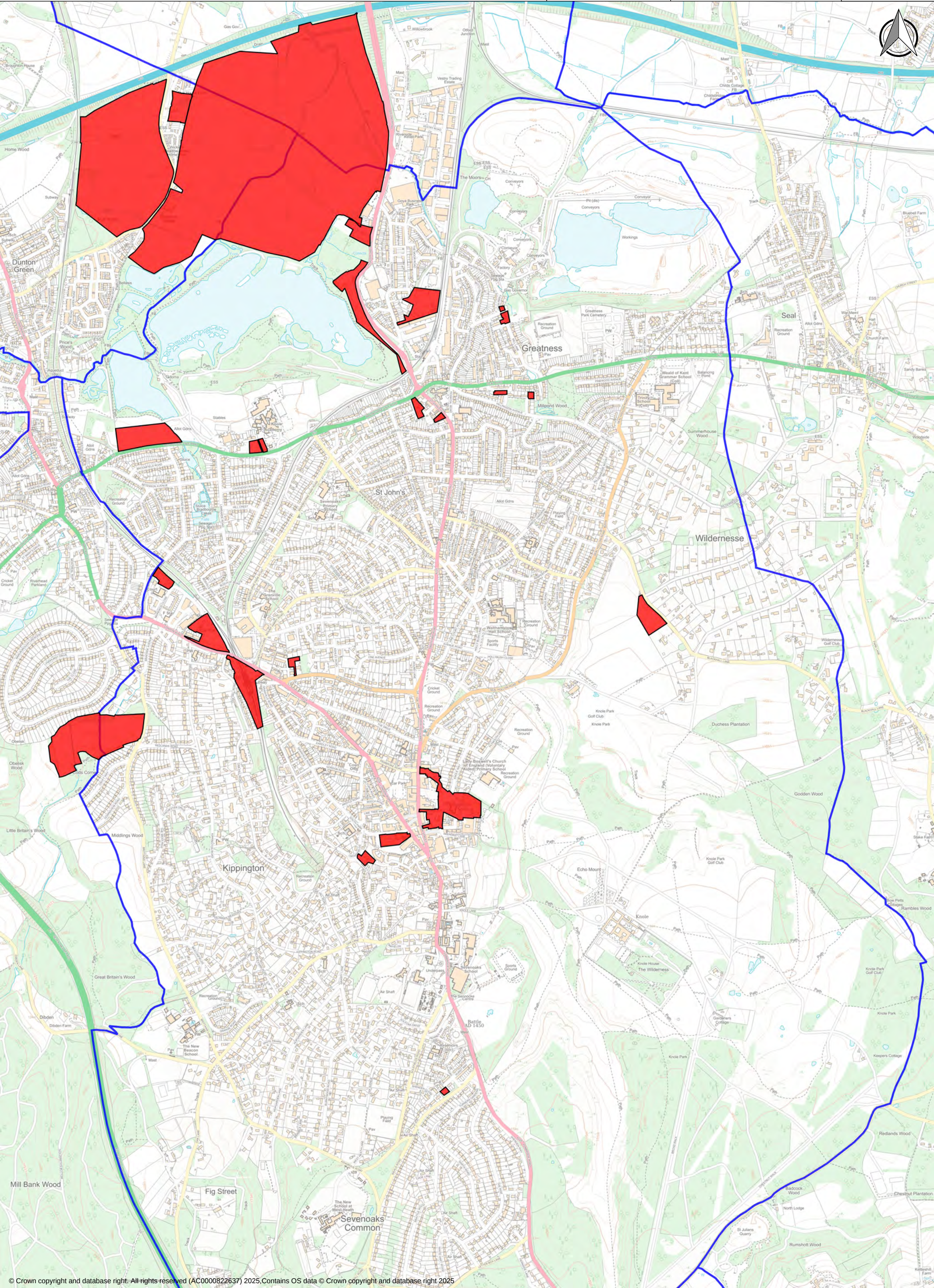
The report consists solely on **allocations within the Sevenoaks Town Council Parish boundary**, omitting any allocation which falls outside this, and should therefore be read in conjunction with the draft Local Plan – particularly for residents wishing to see the “full picture” and learn details of sites proposed outside of Sevenoaks *Town*. The allocations have been ordered by the Sevenoaks Town Ward within which it falls – being Northern, St Johns, Eastern, Wildernesse, Kippington and Town.

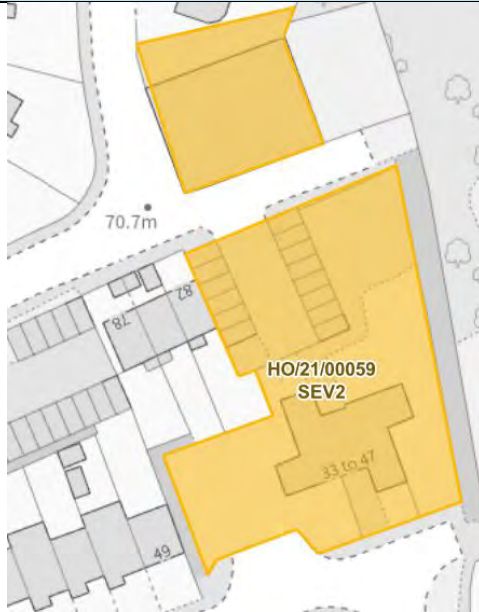
*NB: The draft Local Plan clusters Sevenoaks Town and parts of Bessels Green, Chipstead, Dunton Green and Riverhead within its designation of “**Sevenoaks Urban Area**” as a Principal Town. Some sites listed under “Sevenoaks Urban Area” in Policy ST2 of the draft Local Plan have therefore been omitted, in instances where they are not located within Sevenoaks Town.

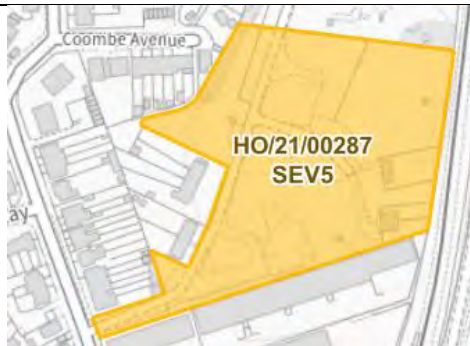
An interactive map has been produced by Sevenoaks Town Council, which provides an overview of the below detailed planning history for all

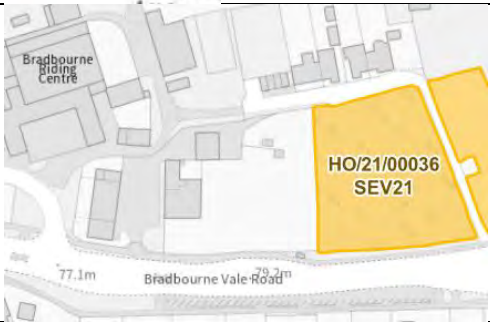
SEVENOAKS TOWN allocations: <https://shared.xmap.cloud?map=758b8ca1-d86e-4d47-9188-9d473d797875>

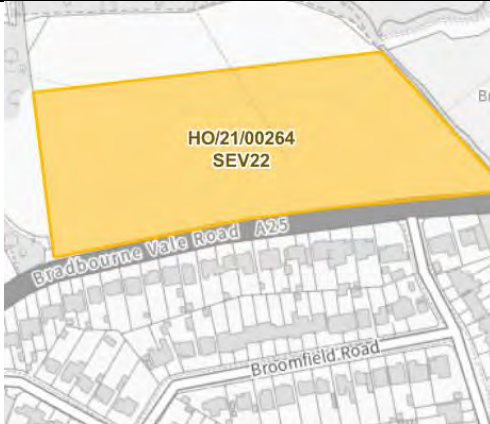
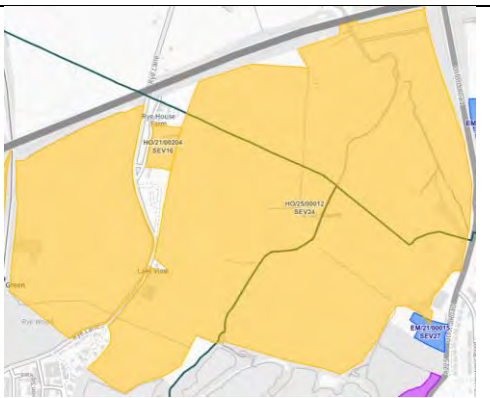
It is complementary to, but does not replace, the District Council's interactive allocations map, which shows all **SEVENOAKS DISTRICT allocations (not limited to Sevenoaks Town):** <https://experience.arcgis.com/experience/fb489867168c4a98ba253fac472202f4>

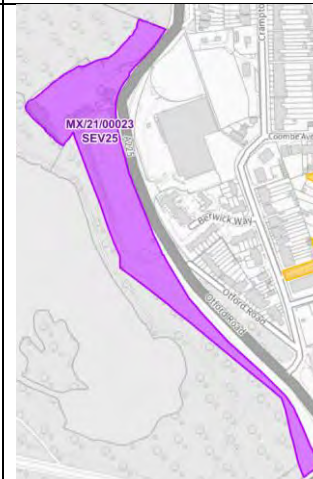


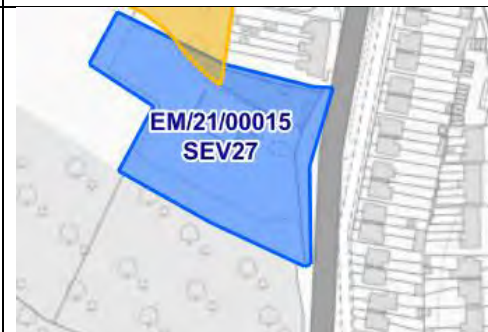
Northern			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV2 “Abacus Furniture, Farm Road Garages” HO/21/00059	10 housing units Returning allocation on Urban Land Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“The redevelopment of Abacus Furniture and the adjacent flats would represent important regeneration in this area, and will benefit from the redevelopment proposed at the nearby quarry site. STC is mindful of the social value of the Abacus furniture warehouse and associated social projects delivered on the site, which benefit lower income families in this area, and would hope to see these continued.”</i> Planning application or consultations history? A pre-planning consultation was held by West Kent Housing Association on its early ideas for Greatness Regeneration in September 2025. STC did not provide comment on the grounds of potential pre-determination, however praised the quality of the consultation material. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant. Officer recommendation: To request as a high priority the retention of Abacus Furniture either within this site or elsewhere within Sevenoaks Town.	

SEV5 “Land at Cramptons Road, Sevenoaks” HO/21/00287	50 housing units Returning allocation on Urban Land Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“This site is identified for development in the STNP, and STC welcomes the fact that the Development Brief broadly reflects the STNP site uses. In particular, this site has good potential to be used for specialist housing projects for older citizens, and make a contribution to green spaces in this densely developed neighbourhood. There is already some informal community use of the green space here. It should be noted that the railway footbridge which is essential to connectivity between neighbourhoods, and which needs investment in accessibility, lands just to the north of the site. The site could also be successfully connected for pedestrians to the Bat and Ball Station and Community Centre to the south.”</i> Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? A large portion of this site is identified for potential future housing via Policy D1 in the STNP, under “Cramptons Road Water Works”. The STNP design guidance is as follows: 3 CRAMPTONS ROAD WATER WORKS CRAMPTONS ROAD 1.26Ha  EXISTING USE PLANNING STATUS PLANNING DESIGNATIONS / CONSTRAINTS - Southern portion of the water treatment works (northern portion retained in operational use) - Includes two vacant waterworks buildings and a residential property - Allocated for Housing in ADMP - H1(b) - Employment use (Policy EMP1/EMP5) - 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)	
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		 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	
SEV18 “Land behind the Croft, Bradbourne Vale Road” HO/21/00008	6 housing units New allocation on Greenfield	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	
SEV21 “Land West of the Croft, Bradbourne Vale Road” HO/21/00036	10 housing units New allocation on Greenfield	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	

SEV22 “Land west of allotments, Bradbourne Vale Road, Sevenoaks, TN13 3QQ” HO/21/00264	60 housing units New allocation on Greenfield	Considered for, but not included in last Regulation 18 Local Plan consultation (2023) due to the high level Strategic Housing and Economic Land Availability Assessment concluding it to be unsuitable for allocation. Planning application or consultations history? Registered asset of community value – Bradbourne horses field. STC has applied for this as a community asset transfer and submitted a detailed Business Case as part of this. Neighbourhood Plan or Masterplan guidance? Identified as a proposed allotment site and extension of the Bradbourne Vale Road allotments in the STNP. The need for additional allotments at this location will be exacerbated by the significant projected increase of the population of Northern Sevenoaks by over 1500 new dwellings.	
SEV24 “Land north of Sevenoaks, west of Otford Road” HO/25/00012	1500 housing units New allocation on Greenfield (Part Sevenoaks Town, part Otford Parish & part Dunton Green Parish) Supported by a Development	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? The Dunton Green to Sevenoaks cycling route – identified and promoted in the Sevenoaks Town Neighbourhood Plan under Policy M3 – passes directly through both sites under which this allocation falls. The site is also directly adjacent to a key gateway into the Town as identified under Policy C10, therefore any development should incorporate designs for an enhanced gateway which establishes a strong sense of place and responds to the local character. Finally, Aim L6 supports enhanced access to the Sevenoaks Wildlife Reserve and proposes that a new access be delivered alongside a new visitor centre at Otford Road, creating a link to Bat & Ball Station. Although the proposed new Wildlife Reserve access interacts most directly with the Otford Depot site allocation – on which it appears to sit –	

	Brief document	its proximity to this allocation for Land North of Sevenoaks may be worth noting too.	
SEV25 “Bakers Yard, Otford Road, Sevenoaks” MX/21/00023	Mixed Use: 50 housing units, and TBC sqm employment site. Primary use class(es) also TBC New allocation on Greenfield land / Partial PDL	Planning application or consultations history? Not within last 5 years, however the site is directly adjacent (separated by the A225) to a recently approved housing scheme at the Sevenoaks Gasholder Station which may need consideration. Neighbourhood Plan or Masterplan guidance? None site-specific, however this proposed site is <u>adjacent</u> to two potential housing sites identified in the STNP under Policy D1 – being Carpetright / Wickes (4) and Sevenoaks Gasholder Station (5). Also nearby at the tail end are Cramptons Road Water Works (3), Travis Perkins (2) and the Bat & Ball Centre (1). Relevant / transferrable design advice from the aforementioned STNP sites could include strengthening of the residential character of the area and removing the conflict between big box retail uses and homes (4), cohesion between designs for Carpetright / Wickes and Sevenoaks Gasholder Station (4), and scale and massing to respond to the surrounding context (5). The proposed site is located between two key gateway sites identified in the STNP – being Otford Road and Bat & Ball junction. STNP advice (Policy C10) recommends that proposals for gateways and arrival points should respond to local character and provide a sense of arrival and place. The edge of the site which fronts the A225 is heavily screened with trees and hedgerows. STNP Objective 5 (recognising tree and hedgerows’ significant contribution to character & biodiversity) and Policy L4 (protecting trees and hedgerows) may therefore be particularly relevant.	

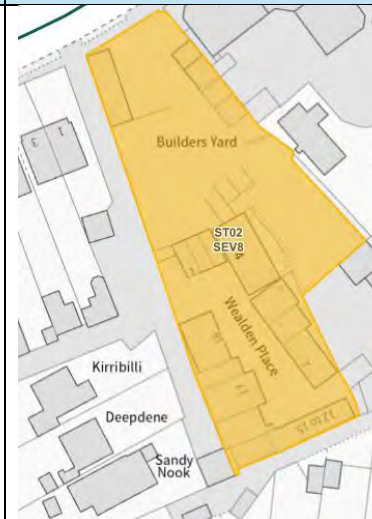
		Finally, Aim L6 supports enhanced access to the Sevenoaks Wildlife Reserve and proposes that a new access be delivered alongside a new visitor centre at Otford Road, creating a link to Bat & Ball Station. Although the proposed new Wildlife Reserve access interacts most directly with the Otford Depot site allocation – on which it appears to sit – its proximity to this allocation for Land North of Sevenoaks may be worth noting too.	
SEV27 “Otford Road Depot, Otford Road” EM/21/00015	1,181 sqm employment site. Primary use proposed for class B8/E (Storage or Distribution/Commercial, Business and Service) with drive-thru allocated as other uses. Returning allocation on PDL	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“Sevenoaks Town Council notes that this has been earmarked for employment, and that development of the site would require its release from the Green Belt. This would require very special circumstances to outweigh the harm to the Green Belt, such as provision of recreational/sports facilities – which the Town Council would recommend as an appropriate use of the site. The STNP and SDC’s Local Cycling and Walking Infrastructure Plan (LCWIP) both identify the need for a direct, off-road cycle path between Bat and Ball Station and Dunton Green Station, traversing the land north of the nature reserve. This site should be explored as the eastern end access to such a route. The STNP also seeks the creation of an eastern entrance to the nature reserve in order to give the many current and future residents of northern and eastern Sevenoaks safe and easy access to this important green-blue landscape. This social infrastructure benefit should be sought and explored in relation to this site, especially as the site is currently in public ownership.”</i> Planning consultations history? SDC consulted on its early proposals for the Otford Road Business Park late 2024, with STC having submitted the following in response:	

		<i>“Sevenoaks Town Council is opposed to the idea of a drive in eatery, as this encourages littering and will increase traffic flow. The Sevenoaks Town Neighbourhood Plan has identified via design guidance for multiple sites either adjacent to or in the vicinity of this site the negative impact that light industrial uses have on the residential character of this area. The mix of light industrial uses and housing isolates the residents – in particular those at Jubilee Cottages which this development would exacerbate. Sevenoaks Town Council notes that the remaining residents on the site will become vulnerable and will need environmental protections from the increase in traffic, air, noise and light pollution, as well as security protections from being further isolated from surrounding residential area.</i> <i>With regards to the light industrial units, design guidance via Policy D1 for Carpetright/Wickes as well as nearby site Travis Perkins recommends that light industrial uses be relocated northwards to the Vestry Industrial Estate, citing their inappropriate siting amongst residential developments and in order to remove the conflict between light industrial employment and residential accommodation.</i> <i>Sevenoaks Town Council has long supported the vision of this site being used as a “Park and Ride” whereby people can park their cars and catch a bus or other shared transport to popular locations or events. These could include the Town Centre, Knole House/Knole Park, sports games, community events. This would minimise traffic and congestion at peak times and for busy events, for instance Football games, and would reduce the strain on traffic and the inconvenience on other motorists.</i> <i>RE Question 7 (landscaping and vegetation) – Sevenoaks Town Council recommends that the environmental importance of the site be given due consideration.</i> <i>RE Question 8 (materials) – the outside of the buildings should be designed in such a way that they fit in as much as possible with the</i>	
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		<i>surrounding residential units in order to minimise further detracting from, and impact on, the residential character of the area.</i> <i>As mentioned in Q3, the Sevenoaks Town Neighbourhood Plan identifies a notable conflict within this area between light industrial uses and residential, and recommends via design guidance for several sites either adjacent to or in the surrounding area of the depot that light industrial uses be relocated northwards to the Vestry Industrial Estate where they would be more appropriate. It is noted that a “comprehensive approach” which anticipates potential change on surrounding sites is required for sites within this area, in order for future developments to complement each other. Although the proposal site is not included in this advice, the Town Council recommends that this sentiment be adhered to and design guidance under Policy D1 be followed in order to deliver the long-term vision of a strengthened residential area and relocation of industrial uses towards the Vestry Estate.</i> <i>Furthermore, Sevenoaks Town Council would challenge reports of the site being unsuitable for housing due to contamination, given the housing directly adjacent at Jubilee Cottages and the proposal for a café, and Town Council raises concerns as to whether a café would be any more suitable on contaminated land.</i> <i>Sevenoaks Town Council further questioned the suitability of the site for retail, as homelessness is a current issue for the District Council with housing register numbers continue to increase and the requirement to meet government housing targets.”</i> Planning application history? The aforementioned early ideas consultation was followed by a hybrid (part outline, part full) planning application in 2025 – reference 25/00410/HYB for “demolition/removal of existing buildings and structures and construction of 3 no employment units and associated parking and landscaping and optional mezzanine floor to each unit, and outline permission with all matters except access for construction of a	
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		drive-thru restaurant selling food and drink for consumption on and off premises.” This has since been Granted planning permission. STC had recommended refusal of the application on the following grounds: <i>“- Non-compliance of the Fast Food element with National Planning and Policy Framework Paragraphs 96 and 97,</i> <i>- Non-compliance of the proposals with the following Sevenoaks Town Neighbourhood Plan Policies:</i> <i>a) C9 (protecting and enhancing the landscape setting and character of town and visibility to and from the open countryside),</i> <i>b) C10 (enhance the gateways and arrival points into the town)</i> <i>c) M9 (supports measures that will encourage a shift towards the use of greener modes of transport by businesses and residents)</i> <i>d) D1 (design guidance on nearby sites for Carpetright/Wickes and Travis Perkins, which recommends that light industrial uses be relocated to the Vestry Industrial Estate in order to remove the inappropriate siting of them within residential areas, and resolve the conflict between light industrial employment and residential accommodation in this area.</i> <i>- Non-compliance with Sevenoaks District Council Policy EN2 (safeguarding amenities of current and future residents with regard to noise, odour, activity or vehicle movements, visual intrusion), as well as EN7 (noise pollution)</i> <i>- The lack of pavement and safe crossing point across the A225 to access the fast food restaurant, which is likely to attract school children, poses a highway safety concern, and no mitigation has been proposed to manage the traffic leaving and entering site at a point with low visibility. The Town Council noted the newly submitted transportation information, however</i>	
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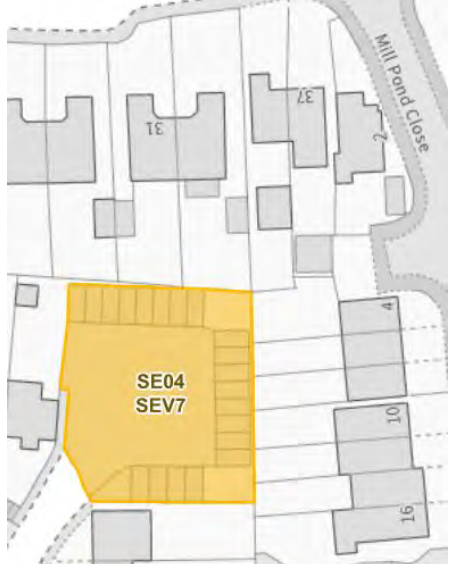
		<i>due to the absence of detail on how pedestrians will safely cross, maintained these strong pedestrian-safety concerns.</i> <i>- The Town Council considered that the existing level of light industrial use in the area reduced the justification for further such development, placing greater emphasis on safeguarding the area’s residential nature, as well as the visual impression of the Town that it provides, as an important gateway location.</i> <i>Informative:</i> <i>Sevenoaks Town Council recommended that, should the District Council be minded to approve the application, it should be subject to a Design Review Panel, as per Sevenoaks Town Neighbourhood Plan Aim C6. In addition, any permission granted for the industrial units in the full application should be conditioned to ensure that the uses do not risk any damage to the neighbouring SSSI, watercourses or wildlife.”</i> Neighbourhood Plan or Masterplan guidance? The STNP recommends via Aim L6 that a new entrance as well as a “Nature and Wellbeing Centre” be delivered at the Sevenoaks Wildlife Reserve on Otford Road – approximately where this site is proposed. This includes a proposed connection between Bat & Ball Station and the new entrance. 	
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St Johns			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV8 “DG Autos off Bradbourne Vale Road” ST02	28 housing units New allocation on Urban land	Planning application or consultations history? 24/02704/FUL planning application for DG Autos for “Demolition of existing single storey building and replacement with two storey building for car sales and servicing.” STC provided the following recommendation on 23rd December 2024: “Sevenoaks Town Council recommended approval, provided the Planning Officer is happy that the proposal delivers no Biodiversity Net Gain, given the wider context of this commercial site. <i>Informative:</i> Sevenoaks Town Council informed that there is an emerging draft Masterplan for the St John's area, in which a spatial vision for this site and surrounding area is being explored. The Town Council therefore wished to extend an invitation to the applicant to engage in this process, which is predicted to be ready for public consultation in the New Year 2025. The Town Council also expressed its hopes that this document, once published in its final format, will be consulted on for future development proposals in this area.” The application was subsequently refused by SDC on grounds of no street frontage, low quality design or visual interest, and the site being located on a principal aquifer in Source Protection Zone 1 with insufficient information to demonstrate satisfactory groundwater and drainage management & mitigation. Neighbourhood Plan or Masterplan guidance? Identified in the draft St Johns Hill Area Masterplan as a poorly defined area near a key gateway. Recommended for development with design guidance under "Phase Two" of proposed St John's Quarter.	

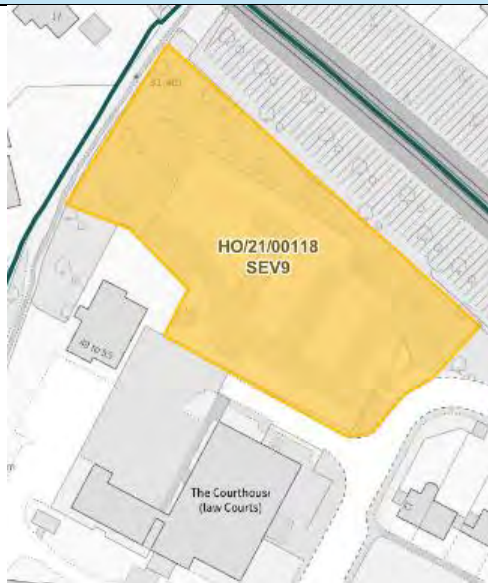
		Design guidance is as follows: "Redevelop builder's merchant and business unit: Replace the existing builder's merchant and business units with a mixed-use, residential-led development. The ground floors, particularly around the car park, would be allocated for workshop spaces or other active uses, ensuring the area remains lively and functional while integrating residential components above. Create a north-south route through the site: Establish a clear and accessible north-south route to improve connectivity within the site. This route would enhance pedestrian and cycle movement, linking key areas and fostering better integration with the surrounding urban environment."		
SEV15 "109-119 St Johns Hill, Sevenoaks" MX/21/00039	18 housing units, TBC Ha employment site New allocation on Urban land	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? Identified in the draft St Johns Hill Area Masterplan as a poorly defined area near a key gateway. Recommended for development with design guidance under "Phase One" of proposed St John's Quarter. Design guidance is as follows: "Redevelop the rear of plots on St John's Hill: Deliver positive frontage onto the St John's car park area through development at the back of existing plots. This to be a workspace at ground floor level with new homes above.		

		Enhance the car park with additional trees: <i>Integrate more trees into the car park to enhance appearance, provide shade, and contribute to local environmental benefits including increased biodiversity and improved air quality.</i> Explore potential for dual-use functionality: <i>Consider re-purposing the car park for community or cultural events when not in primary use. This flexible approach could enhance the area's vibrancy, attract visitors, and support local economic and social activity."</i>	
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Eastern			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV6 “Garages off Hillingdon Avenue” SE03	11 housing units New allocation on Urban land	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	
SEV7 “Garage court off Hillingdon Avenue” SE04	8 housing units New allocation on Urban land	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	

Wilderness			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV20 “Land north of Barnett Field, Blackhall Lane, Sevenoaks” HO/24/00001	10 housing units New allocation on Greenfield land	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	

Kippington			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV9 “Land off Morewood Close, Sevenoaks” HO/21/00118	69 housing units New allocation on Urban land	Planning application or consultations history? 25/00967/OUT planning application for up to 28 dwellings at Land North of Magistrate Court, Morewood Close - live and expecting decision November 2025. Layout, scale, appearance and landscaping reserved. On 8th September, STC recommended refusal of the application unless: <i>“- The Planning Officer is satisfied about the bulk and massing, given the misleading plans</i> <i>- That the height of the apartment buildings do not exceed 4 storeys, in order to be consistent with surrounding buildings</i> <i>- The Planning Officer is satisfied that there is no loss of amenity to neighbouring properties</i> <i>and</i> <i>- Provided 40% affordable housing is secured, as required by Core Strategy Policy SP3 and Sevenoaks Town Neighbourhood Plan Policy D3.</i> <i>Informative:</i> <i>Sevenoaks Town Council advised that the floor plan drawings require updating in order to accurately reflect the proposed number of dwellings.”</i> Neighbourhood Plan or Masterplan guidance? The Sevenoaks Town Integrated Transport Strategy which forms an Appendix to the Sevenoaks Town Neighbourhood Plan identifies the “Morewood Arch” located near Morewood Close and running under the railway as a key opportunity for improving the pedestrian network. It recommends removing the gates under the archway in order to allow pedestrian and cycle movement through this underpass, creating a new link from residential areas to the train station.	

SEV10 “9 Clare Way” HO/21/00076	8 housing units New allocation on Urban land	Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	
SEV12 “Sevenoaks Station and Car Park, Morewood Close” MX/21/00036	420 housing units, TBC sqm of employment site, TBC sqm of community use allocation for Community and Car Park Returning allocation on Urban land (Part Town Ward, part Kippington Ward)	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“Sevenoaks Town Council recognises that this site is underutilised. Sevenoaks Town Neighbourhood Plan (STNP) identifies the station area as offering a significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town. It continues that a scale typically four to six storeys is appropriate.</i> <i>There is an opportunity in this location to create a mixed use, sustainable scheme which can support the existing community as well as provide new accommodation and make much needed improvements to the public realm. STC welcomes the development brief vision of coherence for the area and 'exemplar public realm'.</i> <i>STC is concerned, however, that the Draft Local Plan 'promotes' development of 184 units at the site but includes a Development Brief for 400+ units with several buildings at 8-12 storeys. This latter configuration would be out of keeping with the adopted policy of STNP and character of</i>	

	Supported by a Development Brief document <i>the town as a whole, placing towerblocks behind the Quarry Cottages, as well as affecting views from the Conservation Areas.</i> <i>STC would therefore oppose such a proposal. As per the STNP, STC would expect to be included in the development of any plan for such major development, via Design Review.</i> <i>It should be noted that, as part of its STNP implementation strategy, STC will shortly be commissioning a Masterplan to encompass Town Centre, St Johns and station quarters.</i> <i>The Town Council regrets the lack of reference in the plan to an integrated transport hub, and requests that this be added. Without, it is a significant misses opportunity in this critical location. The only reference to transport modes other than rail is car parking, with no mention for walking, cycling or properly integrated buses or taxis.</i> <i>The statement for this site makes no reference to sustainable development, nor to sustainable transport. STC agrees that the Sevenoaks Railway Station site needs a comprehensive approach, not just for housing and commercial development but also 'investment in enhancing public transport for walking and cycling infrastructure provision' (as commented by Kent County Council (KCC)).</i> <i>STC believes that this is a key site where District Council should work with KCC, landowners and STC to 'identify and prioritise development sites in locations where it is possible to walk and cycle to key facilities, and where necessary improvements can be delivered in accordance with design standards such as LTN 1/20 for cycling.'</i> <i>STC endorses KCC's support of 'allocations where public transport services are commercially viable or have the prospect of becoming commercially viable with 'up front' developer contributions to improve routes and services.' (Quotes as made by KCC)."</i> Planning application history? 25/01068/FUL planning application for proposed installation of 1no. BT Street Hub unit and removal of associated BT payphone kiosks on London Road outside railway station. Refused by SDC on grounds of	
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distraction to motorists and pedestrians at a busy junction, risk of public safety and collision.

STC had recommended refusal on the grounds of highway safety and its objection to internally illuminated signs in residential areas (in reference to Hillingdon Rise). It indicated support in principle for a Street Hub at the Station.

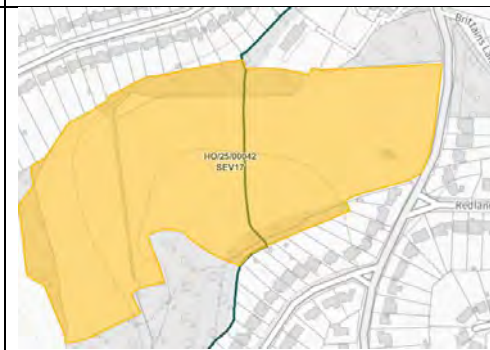
Neighbourhood Plan or Masterplan guidance?

This site, as well as some of its surrounding area, is identified via Policy D1 of the STNP for potential future housing, under “Sevenoaks Station and Surrounding Area”.

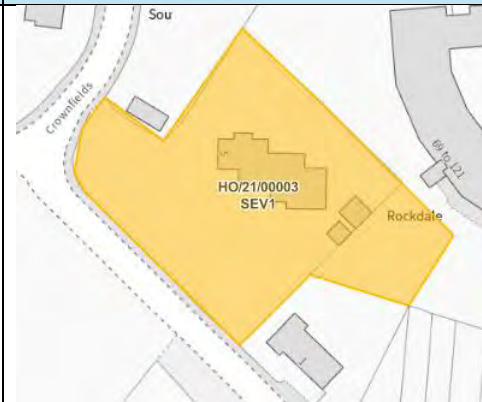
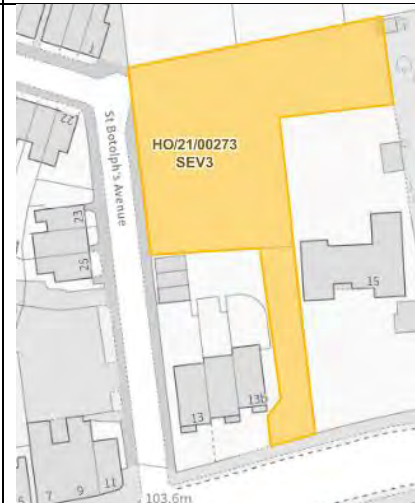
The STNP design guidance is as follows:

7 SEVENOAKS STATION AND SURROUNDING AREA		8.92Ha
 	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 and from Granville 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

		The Sevenoaks Town Integrated Transport Strategy which forms an Appendix to the Sevenoaks Town Neighbourhood Plan identifies the “Morewood Arch” located near Morewood Close and running under the railway as a key opportunity for improving the pedestrian network. It recommends removing the gates under the archway in order to allow pedestrian and cycle movement through this underpass, creating a new link from residential areas to the train station. The site is further identified in the draft Town Centre Masterplan as a poorly defined area near a key gateway, with opportunities to improve the train station junction, improve signage and crossing facilities, provide a "welcome space" with strengthened pedestrian links, and to improve cycle infrastructure towards the Town Centre. The draft Masterplan builds upon the work of the STNP, and recommends the following design guidance: <i>"The area around Sevenoaks Station presents a significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new residential led urban quarter for the town. The following design principles will be important when developing the site:</i> • <i>Potential to provide a new station building that provides a welcoming point of arrival and departure for the town;</i> • <i>This should open out onto a public space 'Station Square' providing an arrival space around which retail and food and beverage uses could be located. The square and station building could be located to straddle the railway tracks;</i> • <i>Further retail uses could be provided on London Road with residential uses above;</i> • <i>The development frontage on London Road should be set back to allow for the provision of generous footways and for the planting of street trees on London Road;</i> • <i>The current surface level station car park could be re-provided in the form of a multi-storey structure (accessed from the north) freeing up</i>	
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		<i>the majority of the station car park for redevelopment as a new urban residential quarter. Given their proximity to the station the new homes would be highly suitable for young professionals commuting into London and the residential mix should cater for this demographic;</i> <i>• In this highly accessible location development density could be greater than is typical in Sevenoaks. Buildings of 4 to 6 storeys may be appropriate and there may be potential for taller buildings marking the station and for local high points in helping to define key locations in the townscape;</i> <i>• Advantage should be taken of the existing site levels (the surface car park is set below street level) so that car parking for homes is provided at undercroft level and homes are set within a well landscaped car free (except for emergency access) environment;</i> <i>• The streetscape around the station should be enhanced and simplified with vehicular access to the station for drop off and taxis focused to the west of the station and pedestrian access to the east. A high quality public realm scheme should be delivered along London Road. This should provide a clear uncluttered pedestrian friendly environment that minimises street furniture and provides pedestrian crossings where pedestrians want to cross"</i>	
SEV17 "Land west of Brittain's Lane, Sevenoaks" HO/25/00042	65 housing units New allocation on Greenfield land (Part Sevenoaks Town, Part	Planning application history? 21/04236/OUT planning application for 70 new homes (50% affordable) was refused by SDC on 6 th April 2022 on the grounds of significant harm to strongly performing green belt land not being outweighed by very special circumstances, detrimental impact to rural character and the setting of the Kent Downs AONB, harm to the Brittain's Farm Conservation Area and identified key countryside views in the RCAA, lack of information relating to ecological harm, and failure to provide a completed section 106 agreement securing affordable housing. STC had recommended refusal of this planning application on the grounds of Green Belt harm, no exceptional circumstances and	

	Riverhead Parish)	inappropriate access. Informative requesting TPO on mature Oak tree and concerns with lack of primary health of education provision. It was subsequently dismissed at appeal. Planning consultation history? Croudace Homes recently undertook public consultation (September 2025) on their revised proposals, which are understood to be intended for submission via a FULL planning application for ~67 homes, (50% affordable). STC received a presentation on the proposals via its Planning & Environment Committee on 08.09.2025, however did not provide comment due to concerns that it could risk being predetermined before the planning application stage. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	
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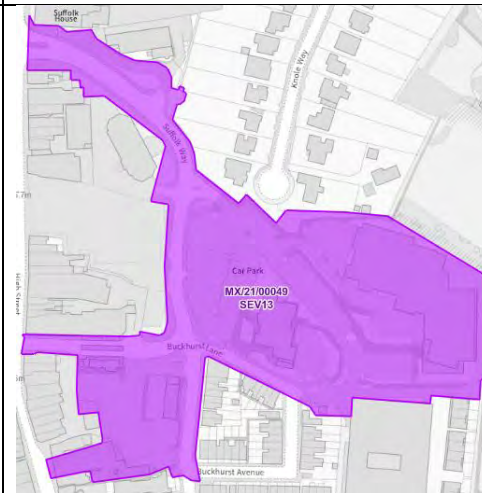
Town			
Local Plan Site Ref.	Allocation Details	Planning or any other relevant History, including Neighbourhood Plan or Masterplans guidance?	Site Plan
SEV1 “Pinetops, 5 Crownfields” HO/21/00003	20 housing units Returning allocation on Urban land Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“This site is not identified in the STNP and is an urban infill proposal. STC does not object to the principal, and would seek to ensure that the density is suitable to the location and site constraints given the steep topography and difficult access. There are also concerns about water run-off and flooding in this location, which would need to be mitigated should any development take place.”</i> Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	
SEV3 “Land rear of Bowerwood House, 15 St Botolphs Road” HO/21/00273	7 housing units Returning on allocation Urban land Supported by a Development Brief document	STC did not submit a response at the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation. Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? None specific to this site, however some STNP policies and aims may still be relevant.	

SEV12 “Sevenoaks Station and Car Park, Morewood Close” MX/21/00036	420 housing units, TBC sqm of employment site, TBC sqm of community use allocation for Community and Car Park Returning allocation on Urban land (Part Town Ward, part Kippington Ward) Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“Sevenoaks Town Council recognises that this site is underutilised. Sevenoaks Town Neighbourhood Plan (STNP) identifies the station area as offering a significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town. It continues that a scale typically four to six storeys is appropriate.</i> <i>There is an opportunity in this location to create a mixed use, sustainable scheme which can support the existing community as well as provide new accommodation and make much needed improvements to the public realm. STC welcomes the development brief vision of coherence for the area and 'exemplar public realm'.</i> <i>STC is concerned, however, that the Draft Local Plan 'promotes' development of 184 units at the site but includes a Development Brief for 400+ units with several buildings at 8-12 storeys. This latter configuration would be out of keeping with the adopted policy of STNP and character of the town as a whole, placing towerblocks behind the Quarry Cottages, as well as affecting views from the Conservation Areas.</i> <i>STC would therefore oppose such a proposal. As per the STNP, STC would expect to be included in the development of any plan for such major development, via Design Review.</i> <i>It should be noted that, as part of its STNP implementation strategy, STC will shortly be commissioning a Masterplan to encompass Town Centre, St Johns and station quarters. The Town Council regrets the lack of reference in the plan to an integrated transport hub, and requests that this be added. Without, it is a significant misses opportunity in this critical location. The only reference to transport modes other than rail is car parking, with no mention for walking, cycling or properly integrated buses or taxis.</i> <i>The statement for this site makes no reference to sustainable development, nor to sustainable transport. STC agrees that the</i>	
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		<i>Sevenoaks Railway Station site needs a comprehensive approach, not just for housing and commercial development but also 'investment in enhancing public transport for walking and cycling infrastructure provision' (as commented by Kent County Council (KCC)).</i> <i>STC believes that this is a key site where District Council should work with KCC, landowners and STC to 'identify and prioritise development sites in locations where it is possible to walk and cycle to key facilities, and where necessary improvements can be delivered in accordance with design standards such as LTN 1/20 for cycling.'</i> <i>STC endorses KCC's support of 'allocations where public transport services are commercially viable or have the prospect of becoming commercially viable with 'up front' developer contributions to improve routes and services.' (Quotes as made by KCC)."</i> Planning application history? 25/01068/FUL planning application for proposed installation of 1no. BT Street Hub unit and removal of associated BT payphone kiosks on London Road outside railway station. Refused by SDC on grounds of distraction to motorists and pedestrians at a busy junction, risk of public safety and collision. STC had recommended refusal on the grounds of highway safety and its objection to internally illuminated signs in residential areas (in reference to Hillingdon Rise). It indicated support in principle for a Street Hub at the Station. Neighbourhood Plan or Masterplan guidance? This site, as well as some of its surrounding area, is identified via Policy D1 of the STNP for potential future housing, under "Sevenoaks Station and Surrounding Area". The STNP design guidance is as follows:	
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7 SEVENOAKS STATION AND SURROUNDING AREA LONDON ROAD 8.92Ha											
 	<table> <tr> <td>EXISTING USE</td><td> - 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 </td></tr> <tr> <td>PLANNING STATUS</td><td> - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) </td></tr> <tr> <td>PLANNING DESIGNATIONS / CONSTRAINTS</td><td> - Area is generally low lying and so can accommodate greater height than elsewhere in the town; however, there are notable views down London Road and from Granville 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) </td></tr> <tr> <td>POTENTIAL USES</td><td> - Potential for compact mixed-use development including retail and food and drink around station, some B1 office, petrol station and new residential units </td></tr> <tr> <td>OPPORTUNITY / URBAN DESIGN PRINCIPLES</td><td> - 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 </td></tr> </table>	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 and from Granville 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
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SEV13 "Land east of High Street, Sevenoaks" MX/21/00049	350 housing units, 0.1 Ha employment site, 4,010 sqm of community use allocation for Leisure (F2) Returning allocation on Urban land Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>"This site is only partially identified in the STNP as a development site, and currently provides important cultural and leisure facilities for the town. It identifies the western elements of it as suitable location for development, with the identified advantages of providing active frontages on Suffolk Way and Buckhurst Lane, and a possibility of providing housing and an indoor market.</i> <i>The site proposed by SDC encompasses the existing leisure facilities and library/ museum/ visual arts space. Policy COM2 of the STNP is the promotion and development of a cultural quarter in the town centre together with an arts and cultural strategy. The area identified in MX2 is included in the area for the proposed cultural quarter in the STNP.</i> <i>It seeks new cultural facilities and a strategy for improving and animating pedestrian links between cultural venues. In considering the redevelopment of site MX2, STC considers the site to offer an opportunity</i>	

		<i>to refresh leisure facilities and deliver the cultural quarter, deliver much needed affordable housing as well as a rare opportunity to open up the connection between the town and Knole Park.</i> <i>Retention of leisure uses in the Town Centre is vital, for the existing community and in consideration of a town likely to grow by some 20-25% during the life of the Local Plan. Leisure and cultural facilities must be considered as part of a strategy for an attractive and successful Town Centre. STC would therefore be opposed to seeing the loss of the swimming pool, gym, library or exhibition space in this location. They must be retained in some capacity within the Town order to benefit this growing community centre.</i> <i>As part of the STNP implementation strategy, STC will shortly be commissioning a Master Plan for the Town Centre area in which this sits and would welcome further discussion as this progresses.”</i> Planning application or consultations history? Not within last 5 years, however SDC did consult on pre-planning early concept ideas for the area’s redevelopment in 2024, with the following comments having been submitted by STC in response: <i>“Sevenoaks Town Council (STC) welcomes these proposals and is excited that plans are being developed to transform an area described in the Sevenoaks Town Neighbourhood Plan (STNP) as a “fragmented and unattractive part of town that feels unloved and neglected.”</i> <i>Since Sevenoaks District Council’s (SDC) proposals are at a very early stage STC makes no detailed comments now about design but looks forward to working with SDC on the basis of the objectives and policies set out in the Sevenoaks Town Neighbourhood Plan (STNP).</i> <i>STC is currently, with its consultant and with input from SDC, developing a Masterplan for the town centre (and St John’s Hill) that should complement and inform SDC’s proposals as they develop. STC</i>	
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		<i>recommends that the proposals for Land East of High Street must be considered with the wider context of the area, with emphasis on how to the currently disconnected area can be spatially and identifiably linked to the Town Centre. The Town Council would encourage collaboration between the two projects, as supported by Aim C2 of the STNP (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).</i> <i>Several parts of the SDC proposal are linked to STC's proposed Cultural Quarter. It would be helpful if this could be renamed the 'Cultural Quarter – first steps', rather than the less inspiring 'Land to the East of the High Street'. This suggestion is supported by STNP 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.</i> <i>Initial comments and concerns are set out below.</i> <i>The proposed New Leisure Centre is supported by STNP Policy S1 (The Neighbourhood Plan will support the provision of new sports facilities across the town)</i> <i>STC supports the development of a new leisure centre, closer to the High Street and with improved facilities and greater energy efficiency. The Town Council agreed that the priority should be inclusivity and affordability, so that the centre can be used by as many local people as possible.</i> <i>It wishes to bring to SDC's attention the early findings from its second Sevenoaks Town Sports Strategy process that there is need for a large gym hall.</i>	
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		<i>STC notes that the current facility will remain open until the new one becomes available.</i> New Hotel: <i>STC supports the development of a town centre hotel as a way of attracting and retaining visitors and supporting local businesses and cultural facilities. It would recommend however that the balance between covering initial costs of development via income from the hotel and housing needs careful consideration against the long term goal of providing high quality community assets which will last for generations to come.</i> Housing: <i>STC supports the development of new housing in the town centre. The commitment to 40% affordable housing is welcomed. STC hopes that a mix of housing will be developed including for elderly residents wanting to downsize, as supported by STNP Policy D3:</i> <i>“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. Supporting text of 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. [...] 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. These could be located in accessible locations where there is less reliance on using a car.”</i> Library, Museum, Art Gallery & Education Building: <i>STC considers these facilities to be vital to the life of the town and a key component of the proposed Sevenoaks Cultural Quarter.</i>	
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		<i>They are currently underused, and many residents know little about them, partly because signage is poor.</i> <i>Moving them closer to the High Street and into a more energy efficient building is supported. However as currently presented the SDC plans imply a significant reduction in the space allocated to these facilities which STC would like to discuss at the appropriate time.</i> <i>STC has concerns about whether the new library will be large enough to accommodate all of its proposed uses, including gallery, museum, library and adult education centre. In particular, the new accommodation of services from the large adult education centre. Its Town Councillors agreed that the visual art aspect, which is usually the least emphasised of the library's provisions, should not be suppressed by the other services and would be best placed on the ground floor to maximise its visibility, with potential for exhibitions to spill out into the open space outside.</i> Market Hall: <i>STC supports the redevelopment of former M&Co building to provide a permanent market for local foods, goods, and products on the ground floor, with space for arts and cultural activities above. This is also supported by STNP Policy E4 "support will be given to the retention and development of indoor and outdoor markets).</i> <i>STC would like to discuss how this will interact with the current external market provision given that the current Wednesday market site will disappear.</i> Car Parking: <i>STC has a major concern about the impact on businesses and residents of the loss of car parking east of the High Street. Availability of space in</i>	
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		<i>the multi storey car park appears far too little to take up the slack; also, it has no lift.</i> <i>STC suggest that a full transport plan will need to accompany the SDC proposals to review access by vehicles and pedestrians, the possible need for more public transport and the stress on Suffolk Way / High Street junction. This must be able to justify the loss of parking spaces as well as demonstrate that it will not create stress on alternative parking locations.</i> <i>Although there is no STNP policy on the REMOVAL of existing parking, its importance is emphasised in the Supporting text of Policy E3: "Provision of sufficient car parking spaces is critical to support the town's shops, businesses and public transport network. [...] Preference will be given to the intensification of existing sites."</i> <i>STC also wishes to raise the issue once again of car parking charges due to the consistency in which it receives complaints and negative feedback on the high cost of car parking in the Town Centre. This has a negative impact on local businesses and traders and discourages visitors to shop in the Town Centre.</i> Green Corridor to Knole Park <i>STC supports the development of a Green Corridor to allow easier pedestrian access to Knole Park, as part of a wider scheme to allow improved and safer pedestrian movement in the town.</i> <i>It is hoped that there will also be some creative ways of being able to view the green space adjacent to the Environmental Park / Knole Park.</i> <i>There may also be the potential to create a direct link to Raleys through Lady Boswell's, (swapping land for a pedestrian route for land currently used by the Leisure Centre for example).</i>	
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		<i>The green link is supported by STNP Policy M11 (The Neighbourhood Plan supports proposals for public realm improvements within the Town Centre particularly linking key town centre destinations) and STC would also bring to attention at this point STNP Aim COM3: AIM COM3: The Town Council will support the development of a new amphitheatre at Knole Environmental Park [...] to strengthen the area around the leisure centre and Kaleidoscope as a key civic hub.</i> Public Realm <i>As discussed above STC are responding to initial high level proposals rather than detailed plans so are making no detailed comments on design. However, a few points are important for STC to raise at this point:</i> <i>i) This area is part of the town centre so should have the same ‘look and feel’ as the rest of the town.</i> <i>ii) The use of height should be much the same as elsewhere in the town centre.</i> <i>iii) At a ground level the street scene should be windows, shops, cafes, and green spaces rather than tall blank walls to avoid Suffolk Way remaining an uninviting ‘corridor’ to Waitrose car park.</i> <i>iv) The Wayfinding Project which is a joint authority (Kent County Council, SDC, STC & Town Team) should be revisited and funded within these plans to assist with their success.</i> Consultation <i>STC advised that Buckhurst Avenue residents, as well as local market stallholders should be integral to the design process, with the stallholders reassured that Sevenoaks will continue to be a market town.</i> <i>The Town Councillors also expressed disappointment that the NHS have not appeared to have interacted with SDC at this point in the designs.</i> Conclusion <i>In conclusion, STC thinks these are very interesting proposals for the</i>	
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		<i>town centre and looks forward to working on them with SDC in the future.”</i> Neighbourhood Plan or Masterplan guidance? The Town Centre Masterplan (including its design guidance for Land East of High Street) has been included by SDC in its Stage 2 procurement process to find a development partner for this project. The site is identified in the draft Town Centre Masterplan as a poorly defined area with key development opportunities near a key gateway, with need for Knole access signage in particular. Design guidance as follows: <i>"This extensive site presents a significant opportunity for the town. The District Council have consulted on an early vision to redevelop the site with a mixed-use development that provides new homes, a replacement Sevenoaks Leisure Centre as a new, modern, energy efficient building, as well as new public spaces and better pedestrian links to the Environmental Park and Knole Park. The existing Kaleidoscope (gallery, library and museum) does not form part of the project and will remain in its existing form.</i> <i>Development can transform the area providing a mix of uses within street blocks that form a natural extension to, and that are integrated with, the historic centre.</i>	
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Development areas and preliminary building footprints are indicated in Figure 4.39. However, the site will be subject to a more detailed study and development procurement process that will be progressed by Sevenoaks District Council in 2025.

As these plans are progressed they should be presented to a Design Review Panel and community engagement must be carried out to ensure that the values of the local community are considered.

The following design principles will be important to ensuring that the site integrates successfully into the wider town centre:

- *Development to be laid out as part of street blocks with buildings defining the streets and spaces and with positive frontages at ground floor level;*
- *A permeable network of pedestrian friendly routes and spaces to extend through the area helping to integrate and connect the site to the High Street to the west and to the Environmental Park and Knole Park to the east and residential areas to the north and south;*
- *Active ground floor uses, including the main entrance to the leisure centre and cafe uses, to be located where they are visually prominent and help to aid legibility within the area;*
- *A 'green spine' to extend from High Street on the alignment of Buckhurst Lane towards an enhanced entrance to the Environmental Park. This route to form a legible, green extension of Knole Park to*



		<i>High Street and incorporate low level planting / raingardens and tree planting as part of a high-quality public realm treatment that provides priority to pedestrians over vehicles;</i> • <i>The cultural hub and market hall together with the new leisure centre to open onto, and animate a new public space on the site of the current Buckhurst Lane car park;</i> • <i>Bus stops to be located where they bring passengers close to the centre but do not impact on the pedestrian experience and legibility of the 'green spine' and;</i> • <i>Development form, scale, height and massing to be of a human scale and respect the character within the wider town centre and respond to the wider landscape setting."</i>	
SEV14 “Delivery & Post Office / BT Exchange, South Park” H2(a)	100 housing units, TBC Ha employment area Returning on Urban land Supported by a Development Brief document	STC submitted the following response to the last Regulation 18 Local Plan consultation (2023), when this site was previously proposed for allocation: <i>“This is a very significant town centre site which is identified in the STNP for its development potential. The STNP takes a holistic view on the redevelopment of this site for not only delivery of new homes, but also for the improvement of public spaces, the setting of the Stag Theatre, and creation of active frontages to London Road and South Park. It proposes a total building height of three storeys plus a fourth storey set back from the frontage.</i> <i>Development will need to respond to the historic development patter, materials and character of the area, which forms a prominent gateway to the Town Centre. The site sits within the STNP Cultural Quarter area, and links should be forged to connect to related spaces.</i> <i>The STNP aspires to a new public space to serve the theatre and as a setting for the new ground floor usage. Development should also improve the setting of the rear of the theatre and youth club.</i> <i>STC notes that, should the population of the town increase by the 20-25% anticipated by the developments foreseen in the Local Plan, the need for cultural, recreation and leisure facilities will increase</i>	

		<i>accordingly and co-location with the theatre/ cinema/ youth club has obvious synergy.</i> <i>STC notes that the car park behind this site is in the ownership of SDC and its difficult access and layout could be considered in the scheme. As part of the STNP implementation strategy, STC will shortly be commissioning a Master Plan for the Town Centre area in which this sits and would welcome further discussion as this progresses.”</i> Planning application or consultations history? Not within last 5 years. Neighbourhood Plan or Masterplan guidance? Identified in the draft Town Centre Masterplan as a key development and public realm improvement opportunity at key gateway, with need for widened footways and better-placed crossing facilities. Design guidance provided as follows: "The redevelopment of the Post Office and Telecoms building could bring additional life into the western part of the town centre whilst also enhancing the local townscape. The Post Office and sorting office could be delivered independently to the Telecoms building but a comprehensive proposal should be prepared to ensure the longer term vision and opportunity for the site can be delivered. The following design principles will be important when developing the site: • Delivery of a mix of uses that adds to the vibrancy of this part of the town centre. The potential to extend the Stag Theatre, or provide supporting space / complimentary uses, must be	
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		considered and should be part of a longer-term investment strategy. This could take the form of creative studios or a supporting food and drink offer; • Development should be stepped back from London Road to provide a small public space that could serve as a setting for restaurants and cafes to spill out onto, or for gathering or small-scale events linked to the theatre. The space should be hard paved and include trees, planting and seating; • Positive frontage that helps to animate the street should be provided on London Road and South Park, with upper floors of buildings to be residential; • Consideration to be given to the refurbishment / retrofit (rather than the redevelopment) of the Telecoms building to retain the embodied carbon; • Car parking on South Park should be rationalised and the streetscape enhanced through tree planting and public realm improvements; • Development proposals must respond to heritage sensitivities (the site is located adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre); and • 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 of development must be carefully considered (three storeys plus an additional set back storey is considered appropriate) and proposals should be tested and modelled in views.	
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