KCC's comments relating to Chapter 1 - A Balanced Strategy for Growth in a Constrained District – policy 2 "Housing and Mixed Use Site Allocations"

Key

- UC Urban Confines where sites are located in existing settlements
- BF Brownfield where sites are previously developed or 'brownfield' land
- EC Exceptional Circumstances 'Exceptional Circumstances' sites (to be tested)

The table below provides comments for each site, listed under policy 2.

NB The following assessment criteria used for the Highways and Transportation and Heritage and Conservation site assessments are as follows:

Highways and Transportation

All Call-for Sites Submissions and Other New Sites (with results of Preliminary Assessment)

SITE ASSESSMENT (TRANSPORT)

Assessed against indicative use proposed by promoter (A = Existing. B = Potential. C = Difficult)

Sustainability Criteria

- I) within 800m walking distance of a bus stop or railway station providing 2 or more services per hour
- ii) within 800m walking distance of a convenience store, primary school and a GP surgery
- iii) within 30 mins public transport time of a GP, a hospital, a primary school, a secondary school, employment area and major retail centre.

(A = all 3 criteria met. B= 1 or 2 criteria met. C = none of criteria met)

Heritage and Conservation

The initial archaeological appraisal of options carried out for the housing and mixed use sites within this table has been undertaken primarily from readily available resources held by the Kent County Council Historic Environment Record. It is not a detailed appraisal but merely provides a broad initial view on the sensitivity of the archaeological resource and the way in which this should be approached for each of the options. The sensitivity of particular sites may change following more detailed appraisal and in light of new information. The process of assessment will be reviewed and refined as the Local Development Framework process continues. A crude 5 point scale has been used to rank the options with regard to archaeology. This is:

- 1 Development of this site (or part of) should be avoided
- 2 Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
- 3 Significant archaeology could be dealt with through suitable conditions on a planning approval.
- 4 Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
- 5 No known archaeological potential on the site or part of it.

Note that for each described site several 'Scales' may be noted reflecting the varying potential across the site. For consideration of the site as a whole the lowest numerical 'Scales', i.e. that with the highest archaeological sensitivity, should be used.

Provision of Community Services

There are a number of proposed large sites where land should be acquired to support the provision of additional infrastructure for KCC Service delivery to meet the need generated by development. This land should be acquired through s106 Agreements.

Ref	Settlement/ Site	No. of units	Site type	Respondent	Comment
Seveno	aks Urban Area		<u>I</u>		
				Education - Secondary	The town of Sevenoaks will likely need a new 6FE secondary school if the numbers of dwellings recorded in the draft Local Plan are built in the district. It could be built anywhere in or outside the town, but KCC is conscious of the Green Belt issues. Nevertheless, with the amount of housing development being proposed in this Draft Local Plan, without a new 6FE school, KCC would have difficulty supporting housing development in the Sevenoaks, Halstead and Dunton Green areas.
HO5	5 Crownfields, Sevenoaks	14	UC	Highways and Transportation	KCC Highways Comments - Gradient of site makes the site difficult. Development of this scale would not be likely to lead to any significant impact on capacity. Access - visibility appears to cross third party land Transport Assessment Access - Existing access but visibility issues Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within close proximity to local facilities. Score - A
				Heritage and Conservation	Preliminary Heritage Assessment - Broad potential for as yet unknown remains with some potential for post medieval activity, subject to query on "historic landfill". Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO217	Sevenoaks Town Council Offices, Bradbourne Vale Road, Sevenoaks	16	UC	Highways and Transportation	KCC Highways Comments - Utilise existing access Transport Assessment Access - Utilise existing access onto Bradbourne Vale Road Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within close proximity to local facilities. Pedestrian, cycling routes and bus stops on Bradbourne Vale Road. Score - A
				Education - Primary	Sevenoaks Planning Area Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings HO365 73 dwellings HO226 30 dwellings MX29 25 dwellings HO381 16 dwellings HO217 16 dwellings

				Heritage and Conservation	H0349 10 dwellings H086 9 dwellings H047 13 dwellings H0382 25 dwellings H0382 25 dwellings WX49 30 dwellings Up to 1101 new dwellings would generate 308 primary pupils. This equates to 1.5FE of primary provision. Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald. There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE. The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints. Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision. KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size. Preliminary Heritage Assessment - Former sand quarry identifiable on 1st Ed OS map. Some potential for post medieval industrial remains. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
Ad Ed Ce Bra	evenoaks dult ducation entre, radbourne oad, evenoaks	30	UC	Highways and Transportation Education - Primary	KCC Highways Comments - Use of existing access. Transport Assessment Access - Use of existing access on Bradbourne Road. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within close proximity to local facilities Score - A Sevenoaks Planning Area Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings HO365 73 dwellings HO326 30 dwellings HO326 30 dwellings

					HO86 9 dwellings HO44 14 dwellings
					HO47 13 dwellings
					HO382 25 dwellings MX49 30 dwellings
					Up to 1101 new dwellings would generate 308 primary pupils. This equates to 1.5FE of primary provision.
					Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald.
					There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE.
					The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints.
					Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision.
					KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology and some interest in main building identifiable as <i>Maywood</i> on 2 nd Ed OS map.
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO349	Godfreys, Otford Road,	10	UC	Highways and Transportation	KCC Highways Comments - Improvements to existent access required.
	Sevenoaks			Transportation	Transport Assessment
					Access - Some improvements to existing access required.
					Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A Sustainability - Within close proximity to local facilities Score - A
				Education -	Sevenoaks Planning Area
				Primary	Development sites that impact on this planning area:
					MX43 600 dwellings
					MX50 240 dwellings HO365 73 dwellings
					HO226 30 dwellings
					MX29 25 dwellings HO381 16 dwellings
					HO217 16 dwellings

				Heritage and Conservation	H0349 10 dwellings H046 9 dwellings H047 13 dwellings H0382 25 dwellings H0382 25 dwellings H047 19 dwellings H048 9 dwellings H049 10 to 1101 new dwellings would generate 308 primary pupils. This equates to 1.5FE of primary provision. Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald. There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE. The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints. Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, H0328, H0368, H0138, H0307, H049 or MX41 which means that these developments will need new provision. KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size. Preliminary Heritage Assessment - Some potential for prehistoric in view of location within a river valley and a Neolithic chipping floor recorded to the west.
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO365	Sevenoaks Hospital, Hospital Road, Sevenoaks	73	UC	Highways and Transportation	CC Highways Comments - Existing access, but improvements will be required. Transport Statement will be required to assess capacity and junctions. Transport Assessment Access - Some improvements to access required. Score - B Capacity - Existing use as a hospital but Transport Statement will be required to assess capacity. Score - B Sustainability - Within close proximity to local facilities. Score - A
				Education - Primary	Sevenoaks Planning Area Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings

		1	1	110,005 70 duellings
				HO365 73 dwellings HO226 30 dwellings
				MX29 25 dwellings
				HO381 16 dwellings
				HO217 16 dwellings
				HO349 10 dwellings
				HO86 9 dwellings
				HO44 14 dwellings
				HO47 13 dwellings
				HO382 25 dwellings
				MX49 30 dwellings
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				Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald.
				There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE.
				The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints.
				Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision.
				KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather
				than through CIL.
				KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
			Heritage and Conservation	Preliminary Heritage Assessment - There is potential for post medieval or earlier remains associated with the development of settlement and trade focused around the Bat & Ball junction. This seems to have been a multi-routeway junction and there are indications of activity from 19 th century with potential for earlier remains. Both the north site and the southern one contain buildings of 19 th century date but most of these have been demolished or merged in to more modern buildings. Remains may survive below ground. There are some designated cottages to the south of the northern block, 128 -134 St John's Hill. The northern site now contains the locally important building of the Sevenoaks Cottage Hospital.
				In view of the locally important Sevenoaks Cottage Hospital, a predetermination historic building assessment and Heritage Statement need to be undertaken with a supporting Statement of significance.
				Formal historic building and archaeological work will be required, subject to details.
				Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
HO381	15 St 16 Botolphs	UC	Highways and Transportation	KCC Highways Comments - Improvements to existing access required.
	Road,			Transport Assessment
	Sevenoaks			Access - Access would require improvements and widening.
				Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
				Score - A
	1 I	1	1	Sustainability - Within close proximity to local facilities.

				Score – A
			Education - Primary	Sevenoaks Planning Area Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings H0365 73 dwellings H02636 30 dwellings H029 15 dwellings H029 16 dwellings H029 17 16 dwellings H029 17 16 dwellings H0217 16 dwellings H0217 16 dwellings H044 14 dwellings H044 13 dwellings H044 13 dwellings H045 30 dwellings H046 9 dwellings H058 25 dwellings H047 13 dwellings H048 15 dwellings H059 10 dwellings H059 11 10 1 new dwellings would generate 308 primary pupils. This equates to 1.5FE of primary provision. Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald. There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE. The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints. Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, H0328, H038, H038, H0307, H049 or MX41 which means that these developments will need new provision. KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through Cill.
				KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
			Heritage and Conservation	Preliminary Heritage Assessment - Low potential for as yet unknown archaeology. Programme of formal archaeological works may be required subject to details Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO382	Archery and Far End, Chipstead Lane, Chipstead, Sevenoaks	25 L	JC Highways and Transportation	KCC Highways Comments - Concerns regarding number of vehicles for 25 dwellings utilising a small access currently utilised by approximately 5 dwellings. Access would require alterations in line with Kent Design Guide for Minor Access Ways. Transport Assessment Access - Use of existing access. Carriageway is approximately 4.1 metres in width. There should be sufficient space for 2 cars to pass each other at least every 40m. These spaces should be intervisible. The access would require widening at junction with Chiptead Lane to allow two cars to

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			pass. Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
			Score – A Sustainability - The sites is located to the north of Sevenoaks town centre. Walking distance approximately 2 miles to Sevenoaks railway station. Pedestrian and cycle ways available. Score – A
		Education - Primary	Sevenoaks Planning Area
			Development sites that impact on this planning area:
			MX43 600 dwellings MX50 240 dwellings
			HO365 73 dwellings HO226 30 dwellings
			MX29 25 dwellings HO381 16 dwellings
			HO217 16 dwellings HO349 10 dwellings
			HO86 9 dwellings
			HO44 14 dwellings HO47 13 dwellings
			HO382 25 dwellings MX49 30 dwellings
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			Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald.
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			Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision.
			KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL.
			KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
		Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains associated with River Terrace Gravel deposits and Alluvium. Some quarrying indicated on 4 th Ed OS map.
			Formal archaeological works may be required subject to details
			Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.

MX29	Sevenoaks Community Centre, Otford Road, Sevenoaks	25 homes plus Community Employment	UC	Highways and Transportation	KCC Highways Comments - Development of this scale would not be likely to lead to any significant impact on capacity. Use of existing access. Transport Assessment Access - Existing access off Cramptons Road. Score - A Capacity - No issues likely Score - A Sustainability - Close to Bat & Ball Station. Bus services available. Reasonable pedestrian / cycle facilities. Score - A
				Education - Primary	Sevenoaks Planning Area Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings HO365 73 dwellings HO266 30 dwellings HO267 30 dwellings HO276 30 dwellings HO271 16 dwellings HO271 16 dwellings HO379 10 dwellings HO379 11 dwellings HO379 12 dwellings HO379 13 dwellings HO379 14 dwellings HO379 15 d
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for post medieval archaeological remains associated with varied use of the site since the mid-19 th century. Buildings seem to range from farm outbuildings, terrace of dwellings and industrial buildings. Formal archaeological works may be required subject to details.

					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO86	Chaucers of Sevenoaks, London Road, Dunton Green	9	BF	Highways and Transportation	KCC Highways Comments - No particular concerns subject to level of development proposed. Transport Assessment Access - Existing access onto London Road. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Pedestrian and cycle routes available from site to local centre Dunton Green. Bus stops within close proximity of the site. Score - B
				Education - Primary	Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings HX50 240 dwellings HX50 30 dwellings HX29 35 dwellings HX29 15 dwellings HX29 15 dwellings HX29 15 dwellings HX29 15 dwellings HX29 10 d
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains associated with post medieval activity around Great Dunton Farm and along major routeway of London Road.

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					Formal programme of archaeological works probably required, subject to details.
					Scale 3 Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX43	Sevenoaks Quarry, Bat and Ball Road, Sevenoaks	600 Community Leisure Open space	BF/ EC	Highways and Transportation	Documents included 02/08/18 - Sevenoaks Quarry Northern Sevenoaks Extension Report - 28 March 2018 Documents Required - Transport Assessment was received 10/08/18 - to be reviewed. KCC Highways Comments - 800 homes. The development of this area has the advantage of being brownfield land and whilst pedestrian and cycle links could be provided into Sevenoaks and public transport provision is available at Bat and Ball and Dunton Green there are concerns regarding sustainability and congestion. The land is some distance from Sevenoaks Centre (some 3km) and this is likely to lead to additional congestion. The existing junction of the A225 and A25 at Bat and Ball junction is notoriously busy and already suffers from congestion, queues and delays. New road links and or improvements to key junctions are not obvious. Further comments cannot be made until Transport Assessment provided - David Tucker Associates to produce. Bat & Ball junction traffic signals and Greatness Lane / Seal Road junction particularly. Transport Assessment Access - Existing roads may be suitable provided traffic generation is well spread. However local junctions may require attention or difficult to improve. Several existing access points available. Score - A Capacity - Full TA required to assess. Score - C Sustainability - Primary schools 2km away. Other facilities within 800m. Score - B
					Conclusion - Await full TA before full assessment can be made
				Education - Primary	Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings H0365 73 dwellings H0226 30 dwellings H0381 16 dwellings H0381 16 dwellings H0381 10 dwellings H0381 10 dwellings H0381 10 dwellings H0381 10 dwellings H047 13 dwellings H048 25 dwellings H049 10 the things H049

					may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision. KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
				SUDS	It is assumed that this site would contribute to a tributary of the River Darent given underlying geology for portions of the site; therefore any connection below the railway will need confirmation/investigation. Water quality will need protection with incorporation of a lake system.
				Heritage and Conservation	Preliminary Heritage Assessment - Multi period archaeology has been located within this site as part of formal archaeological works for the quarry. Formal archaeological works required, subject to details of extent and depth of extraction Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX49	Land west of Chevening Road, Chipstead	30 plus Community Open space	EC	Highways and Transportation	Documents included 02/08/18 - MX49 Documents Required - Transport Statement KCC Highways Comments - Pre-application advice provided on masterplan for circa 30 dwellings, with recreation ground and public car park for 30 cars. Off site highway works - pedestrian crossing. Please see separate tab for full response. Transport Assessment Access - New access proposed to the north of the extsing access. Providing access for dwellings and 30 space community car park. Visibility issues due to retained hedge. Request for 43mx2mx0.6m. Score - B Capacity - Development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - The site is located within close proximity to Chipsetad centre, and local buses Score - B A new zebra crossing is proposed to the north of the site, with pedestrian linkages from the community car park, and a footway through the congregreen from the pedestrian footway at the site access. A pedestrian refuge point is proposed on the crossing at the point closest to the site. This is tenhanced visibility for pedestrians in light of the retained hedge along the Chevening Road boundary. The pedestrian crossing would be acceptable principle. The details would need to be determined with KCC Agreements Team through a Section 278 Agreement. A streetlight is proposed at the crossing, which will need agreement with KCC Streetlighting. The closest streetlight is outside Boot Lodge, opposite northern boundary of the site. Therefore, it may be considered appropriate to introduce an additional streetlight, especially given the introduction of and pedestrian crossing.

	In principle, the proposal for a mixed-use scheme of residential dwellings, community green and community car park would be acceptable in terms capacity. The number of residential dwellings proposed would not be likely to lead to any significant impact on the local and strategic network. The community car park would meet a need of providing car parking for parents, thus providing some relief to the congestion of Chevening Road during hours.
	The main concern remains the visibility from the proposed access. As noted above, it is suggested that the hedge is reduced to 0.6 metres in height possible. The visibility could be conditioned as part of any planning approval.
Education Primary	- Sevenoaks Planning Area
Timary	Development sites that impact on this planning area:
	MX43 600 dwellings MX50 240 dwellings HO365 73 dwellings HO226 30 dwellings MX29 25 dwellings HO381 16 dwellings HO217 16 dwellings HO349 10 dwellings HO86 9 dwellings HO44 14 dwellings HO47 13 dwellings HO382 25 dwellings MX49 30 dwellings
	Up to 1101 new dwellings would generate 308 primary pupils. This equates to 1.5FE of primary provision.
	Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald.
	There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE.
	The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints.
	Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision.
	KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL.
	KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
SUDS	Though the site is not within an area of flood risk it is traversed by a possible overland flow path. There are no surface water sewers within the vicinity. The underlying geology is unlikely to be feasible for infiltration. It is assumed that surface water will be discharged to the ordinary watercourse on the southern boundary.
	Space for attenuation of surface water will need to be included within the layout. This may impact number of dwellings to be delivered and needs due consideration.

					The overland flow path will need to be assessed and avoided if needed. (Note we normally recommend that housing is located outside of medium to high areas at risk of surface water flooding, but this instance may be associated with ground levels alone.)
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains due to location close to River Terrace Gravels and for post medieval to modern remains associated with the late 19 th century or earlier Froghole Farm. There is some potential for as yet unknown archaeology. Formal programme of archaeological works required subject to details.
MX50		240 plus Community	EC	Highways and Transportation	Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval. Documents included 02/08/18 Documents Required - Transport Assessment
	Hall, London Road, Dunton Green	Infrastructure		·	KCC Highways Comments - New access on to London Road. Emergency access required? Capacity assessment to be submitted. Appendix 2 Access Strategy not shown.
					Transport Assessment
					Access - Access directly onto A224 London Road. Junction type needing assessment (possible mini-roundabout). Emergency access reqd possible combined with cycle / pedestrian access off London Road further south. Score - B
					Capacity - Unlikely to cause capacity problems on network given only 250 houses. Score - A
					Sustainability - Capacity of Dunton Green Primary School. All criteria met. Score - A
					Conclusion -Await TA for further assessment
				Education - Primary	Sevenoaks Planning Area Development sites that impact on this planning area:
					Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings H0365 73 dwellings H0226 30 dwellings MX29 25 dwellings H0381 16 dwellings H0217 16 dwellings H0349 10 dwellings H086 9 dwellings H044 14 dwellings H047 13 dwellings H047 13 dwellings H048 25 dwellings H049 30 dwellings H049 30 dwellings H04101 new dwellings
					Sevenoaks Planning Area covers the town of Sevenoaks, Riverhead, Dunton Green, Chevening and extends as far south as Sevenoaks Weald. There is currently a small surplus of capacity in Sevenoaks Planning Area but this fluctuates and cannot be applied into the planning process. The
					PPR from the Sevenoaks town sites, especially MX43, would require additional provision of 1FE.

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			The primary schools in Sevenoaks have all been assessed for viability for expansion over the last seven years. With the exception of Dunton Green PS, it is unlikely that any other expansions will be possible due to site constraints.
			Dunton Green could be expanded, although currently the PPR that was expected from Ryedale (circa 450) dwellings has yet to materialise. It may be that an expansion of Dunton Green could accommodate the local PPR from Ryedale and the local PPR from MX50. However, it would then be unlikely to be able to provide any capacity that could be utilised by MX24, HO328, HO368, HO138, HO307, HO49 or MX41 which means that these developments will need new provision.
			KCC would prefer, due to the size of the MX43 North Sevenoaks development, the education provision be managed through section 106, rather than through CIL.
			KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
		SUDS	There are no surface water sewers within the vicinity. The underlying geology is unlikely to be feasible for infiltration. It is assumed that surface water flows easterly to be discharged through a possible culvert below the railway embankment.
			The capacity and condition of the existing culvert will need further investigation.
			Space for attenuation of surface water will need to be included within the layout; though this may already have been addressed through the parameter plan provided. It is important that SuDS are integrated into any landscape proposal.
			Preliminary Heritage Assessment - Potential for prehistoric remains especially Iron Age archaeology. Some potential for multi period activity.
		Conservation	Formal programme of archaeological works required subject to details
			Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
Swanley	1		
		Education – Secondary	Swanley, Hextable & Hartley A new 8FE secondary school will be needed for the students generated by the housing developments being proposed in the northern half of the district.
			Due to the distances involved, it would be sensible to site the new school in the Pedham Place development as it lies half way between Hartley and Swanley/Hextable as well as good transport links from the A20.
			With the amount of housing development being proposed in this Draft Local Plan, without a new 8FE school, KCC would have difficulty supporting housing development in the Swanley, Hextable, Pedham Place and Hartley areas.
HO197	Land rear of West View Road,	Highways and Transportation	KCC Highways Comments - New access required. <u>Transport Assessment</u>
	Swanley		Access - Existing "track" unsuitable width. Needs widening. Score - C
			Capacity - West View Road suitable for likely generation. Score - A
			Sustainability - Facilities / public transport available nearby. Score - A
		Education -	Swanley Planning Area
		Primary	Development sites that impact on this planning area:
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					HO106 9 dwellings
					HO212 19 dwellings
					HO224 124 dwellings
					HO225 127 dwellings
					HO58 16 dwellings
					HO73 15 dwellings (est from DPH)
					HO10 12 dwellings (est from DPH)
					HO197 25 dwellings
					HO198 22 dwellings
					HO202 7 dwellings
					HO222 26 dwellings
					HO274 24 dwellings
					HO298 13 dwellings (est from DPH)
					HO357 12 dwellings (est from DPH)
					HO4 71 dwellings
					MX32 5 dwellings
					MX54a/b450 750 dwellings
					MX56 80 dwellings
					MX9 16 dwellings
					HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains based on proximity of Mesolithic and Neolithic findspots to north west and site is within a narrow valley with Head and River Terrace Gravels.
					Formal programme of archaeological works required, subject to details
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval
HO198	The Woodlands,	22	UC	Highways and Transportation	KCC Highways Comments - Existing access may need widening
	Hilda May Avenue,			·	Transport Assessment
	Swanley				Access - Existing access but may be too narrow for 22 houses. Score - B

	Capacity - Low traffic generation unlikely to cause problems
	Score - A
	Sustainability - Facilities within walking distance
	Score – A
Education	- Swanley Planning Area
Primary	- Swalliey Flamming Area
	Development sites that impact on this planning area:
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	HO106 9 dwellings
	HO212 19 dwellings
	HO224 124 dwellings
	HO225 127 dwellings
	HO58 16 dwellings
	HO73 15 dwellings (est from DPH)
	HO10 12 dwellings (est from DPH)
	HO197 25 dwellings
	HO198 22 dwellings
	HO202 7 dwellings
	HO222 26 dwellings HO274 24 dwellings
	HO274 24 dwellings HO298 13 dwellings (est from DPH)
	HO357 12 dwellings (est from DPH)
	HO4 71 dwellings
	MX32 5 dwellings
	MX54a/b450 750 dwellings
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	MX9 16 dwellings
	HO124 47 dwellings (est from DPH)
	HO97 30 dwellings (est from DPH
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	Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
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	KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
	KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
	The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
Heritage Conserva	and ion Preliminary Heritage Assessment - Potential for archaeology associated with the later 19 th century phase of White Oak School and Kettlewell Convalescent Home.
	Predetermination Heritage Statement and Archaeological, Historic building and Historic landscape assessment needed to support any

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					application. Formal historic building, historic landscape and archaeological works may be required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO202	Land adjacent to 23 Russett Way, Swanley	7	UC	Highways and Transportation	KCC Highways Comments - Direct access to Russett Way Transport Assessment Access - Direct frontage to suitable road Score - A Capacity - V low traffic generation. No problem Score - A Sustainability - Some facilities nearby Score - B
				Education - Primary	Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO33 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 7 25 dwellings HO222 7 dwellings HO220 7 dwellings HO220 7 dwellings HO220 7 dwellings HO221 24 dwellings HO222 13 dwellings HO222 56 dwellings HO222 7 dwellings HO223 7 dwellings HO244 13 dwellings HO254 13 dwellings HO254 13 dwellings HO255 13 dwellings HO256 13 dwellings HO257 14 dwellings HO257 15 dwellings HO257 15 dwellings HO257 15 dwellings HO357 15 dwellings HO357 15 dwellings HO357 15 dwellings HO358 16 dwellings HO359 17 dwellings HO359 18 dwellings HO359 18 dwellings HO359 19 dwellings HO359 19 dwellings HO359 19 dwellings HO359 10 dwellings HO359 HO3
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.

					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold. The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO274	Land between 16	24	UC	Highways and Transportation	KCC Highways Comments - Retain or divert public right of way
	and 32 Alder Way,			Transportation	Transport Assessment
	Swanley				Access - New access off Alder way possible
					Score - B Capacity - Traffic generation unlikely to create congestion issues.
					Score - A Sustainability - Primary school within 500m. Bus services nearby. Otherwise Swanley centre
					Score – B
				Education - Primary	Swanley Planning Area
				Filliary	Development sites that impact on this planning area:
					HO106 9 dwellings
					HO212 19 dwellings
					HO224 124 dwellings HO225 127 dwellings
					HO58 16 dwellings
					HO73 15 dwellings (est from DPH)
					HO10 12 dwellings (est from DPH) HO197 25 dwellings
					HO198 22 dwellings
					HO202 7 dwellings
					HO222 26 dwellings HO274 24 dwellings
					HO274 24 dwellings HO298 13 dwellings (est from DPH)
					HO357 12 dwellings (est from DPH)
					HO4 71 dwellings
					MX32 5 dwellings MX54a/b450 750 dwellings
					MX56 80 dwellings
					MX9 16 dwellings
					HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH
					HO97 30 dwellings (est from DPH
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the

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					developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and	Preliminary Heritage Assessment - Low potential for prehistoric remains based on site's location within valley.
				Conservation	Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
MX56	White Oak Leisure	80 Leisure	UC	Highways and Transportation	KCC Highways Comments - Transport Statement required. Emergency access required
	Centre, Hilda	Loisuro		Transportation	Transport Assessment
	May Avenue, Swanley (as				Access - Existing access but may need improvement. Junction of Hilda May Avenue with London Road would need assessing. Score - B
	part of a leisure centre				Capacity - Should be acceptable although Hida May Avenue / London Road junction capacity would need assessing.
	replacement programme)				Score - A Sustainability -Bus services available nearby. Good pedestrian /cycle access to town centre. Swanley station within 1 km. Score - A
				Education - Primary	Swanley Planning Area Development sites that impact on this planning area:
					HO106 9 dwellings
					HO212 19 dwellings HO224 124 dwellings
					HO225 127 dwellings
					HO58 16 dwellings HO73 15 dwellings (est from DPH)
					HO10 12 dwellings (est from DPH)
					HO197 25 dwellings HO198 22 dwellings
					HO202 7 dwellings
					HO222 26 dwellings HO274 24 dwellings
					HO274 24 dwellings HO298 13 dwellings (est from DPH)
					HO357 12 dwellings (est from DPH)
					HO4 71 dwellings MX32 5 dwellings
					MX54a/b450 750 dwellings
					MX56 80 dwellings MX9 16 dwellings
					HO124 47 dwellings (est from DPH)
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				There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
				Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
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				KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
				KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
				The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
			Heritage and Conservation	Preliminary Heritage Assessment - Site contains designated heritage asset The Manor House. Potential for remains associated with post medieval to modern farm complex identifiable as North Ash on 1 st Ed OS map. Main house is an early 19thcentury Grade II listed building and it was surrounded by outbuildings, formal gardens and historic landscape. North Ash farm is identified as being of historic interest in Historic Farmstead Survey (HE).
				Heritage Statement, including a historic building, historic landscape and archaeological assessments required to inform any application.
				Formal historic building, historic landscape and archaeological works required, subject to details.
				Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
HO4	Harringtons 71 Nursery,	BF	Highways and Transportation	KCC Highways Comments - Will create increase traffic movements at the five wents junction. At over 50 units a secondary emergency access would be required. Transport Statement required.
	Highlands Hill, Swanley		Transportation	Transport Assessment
				Access - Existing access available but may require improvement
				Score - A
				Capacity - Transport Statement needs to assess Five Wents junction
				Score - A Sustainability - Some local facilities but reliant on car
				Score – B
			Education -	Swanley Planning Area
			Primary	Development sites that impact on this planning area:
				HO106 9 dwellings HO212 19 dwellings
				HO212 19 dwellings HO224 124 dwellings
				HO225 127 dwellings
				HO58 16 dwellings
				HO73 15 dwellings (est from DPH)
				HO10 12 dwellings (est from DPH) HO197 25 dwellings
				HO198 22 dwellings
				HO202 7 dwellings

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					HO222 26 dwellings HO274 24 dwellings HO298 13 dwellings (est from DPH) HO367 12 dwellings (est from DPH) HO367 12 dwellings (est from DPH) HO4 71 dwellings MX54 5 dwellings MX54a/b450 750 dwellings MX56 80 dwellings MX9 16 dwellings HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH) HO97 30 dwellings (est from DPH) Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school. There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision. Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area. KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size. KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains in view of location on River Terrace Gravels and within a valley system. Stray metal finds to the south might indicate prehistoric and Roman activity. Some horticultural heritage interest given the presence of greenhouses on 4 th Ed OS map
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO10		TBC*	BF	Highways and	KCC Highways Comments - New access required
	Yard, Swanley			Transportation	Transport Assessment
	Village Road, Swanley				Access - Hotham Close possible? Off School lane Score - C
					Capacity - Low traffic generation Score - A
					Sustainability - Primary school. Otherwise Swanley town centre Score - B
				Education - Primary	Swanley Planning Area
				. milary	Development sites that impact on this planning area:
					HO106 9 dwellings HO212 19 dwellings

					HO224 124 dwellings HO225 127 dwellings HO58 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO197 25 dwellings HO198 22 dwellings HO202 7 dwellings HO202 7 dwellings HO212 26 dwellings HO224 24 dwellings HO214 24 dwellings HO225 13 dwellings (est from DPH) HO357 12 dwellings (est from DPH)
					HO4 71 dwellings MX32 5 dwellings MX54a/b450 750 dwellings MX56 80 dwellings MX9 16 dwellings
					HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
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					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Broad potential for post medieval remains associated with Red Lion PH, identifiable on 1 st Ed OS, and nearby settlement activity.
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval
HO222	Former Birchwood Primary School, Russett Way,	26	BF	Highways and Transportation	KCC Highways Comments - Existing access off Russett Way and / or new access off Leydenhatch Lane Transport Assessment Access - Suitable accesses. 2 access would distribute traffic
	Swanley				Score - A Capacity - No likely issues Score - A Sustainability - Primary school & GP > 800m Score - B
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				Education - Primary	Swaniey Planning Area
				1 milary	Development sites that impact on this planning area:
					HO106 9 dwellings
					HO212 19 dwellings
					HO224 124 dwellings
					HO225 127 dwellings
					HO58 16 dwellings
					HO73 15 dwellings (est from DPH)
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					HO197 25 dwellings
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					HO202 7 dwellings HO222 26 dwellings
					HO274 24 dwellings
					HO298 13 dwellings (est from DPH)
					HO357 12 dwellings (est from DPH)
					HO4 71 dwellings
					MX32 5 dwellings
					MX54a/b450 750 dwellings
					MX56 80 dwellings
					MX9 16 dwellings HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
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					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Low potential for as yet unidentified archaeology
				3513517441011	Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO298	Land rear of Cedar Lodge, Wood Street,	TBC*	BF	Highways and Transportation	KCC Highways Comments - Button Street narrow and might need improvement. Junction with Wood Street may require visibility improvements which could require additional land
	Swanley Village				Transport Assessment
	·ago				Access - New access off Button Street. Visibility issues.

Capacity - Local roads narrow with pock visibility Score - Sustainability - Poor access to facilities. Education - Primary Frimary Swaniey Planning Area Development sides that impact on this planning area: 10106 9 dwellings 10212 19 dwellings 1022 124 dwellings 1023 105 dwellings 1024 1024 1024 1024 1024 1024 1024 1024		Score - B
Sustainability - Poor access to facilities. Score - C Education Primary		
Education Primary Education Primary Education Primary HO166 9 dwellings HO212 19 dwellings HO212 19 dwellings HO212 19 dwellings HO213 15 dwellings HO38 16 dwellings HO38 16 dwellings HO38 15 dwellings HO38 16 dwellings HO39 27 dwellings HO39 27 dwellings HO212 7 dwellings HO223 7 dwellings HO224 13 dwellings HO225 7 dwellings HO225 7 dwellings HO226 13 dwellings HO227 10 dwellings HO227 10 dwellings HO227 10 dwellings HO227 10 dwellings HO228 13 dwellings HO228 13 dwellings HO229 10 dwellings HO229 10 dwellings HO239 10 dwellings HO241 10 dwellings HO24 17 dwellings HO24 1		
Primary Development sites that impact on this planning area: HO166 9 shwillings HO212 19 shwillings HO212 19 shwillings HO212 19 shwillings HO224 12 fa swillings HO38 16 dwellings HO38 16 dwellings HO38 16 dwellings HO39 15 dwellings (est from DPH) HO101 12 dwellings (est from DPH) HO101 22 dwellings HO38 22 dwellings HO38 22 dwellings HO38 22 dwellings HO38 23 dwellings HO38 23 dwellings HO38 12 dwellings HO38 12 dwellings HO38 12 dwellings HO39 13 dwellings (est from DPH) HO37 12 dwellings (est from DPH) HO37 12 dwellings (est from DPH) HO37 12 dwellings HO29 13 dwellings HO29 13 dwellings HO29 13 dwellings HO39 13 dwellings HO39 13 dwellings HO39 13 dwellings HO39 10 dwellings HO39 11 dwellings HO39 1		
Development sites that impact an this planning area: HO102 19 diveilings HO212 19 diveilings HO225 19 diveilings HO225 19 diveilings HO236 16 diveilings HO33 15 diveilings (est from DPH) HO107 12 diveilings HO33 15 diveilings (est from DPH) HO107 12 diveilings HO236 16 diveilings HO236 16 diveilings HO237 15 diveilings HO238 16 diveilings HO239 17 diveilings HO239 17 diveilings HO239 17 diveilings HO239 13 diveilings HO240 14 diveilings HO240 15 diveilings HO250 16 diveilings HO250 17 diveilings HO250 17 diveilings HO250 18 diveilings HO25		Swanley Planning Area
HO212 12 dwellings HO224 12 dwellings HO225 127 dwellings HO38 16 dwellings HO3 15 dwellings (set from DPH) HO3 15 dwellings (set from DPH) HO3 17 dwellings HO32 12 dwellings HO32 12 dwellings HO32 12 dwellings HO32 12 dwellings HO222 12 dwellings HO222 12 dwellings HO222 16 dwellings HO222 16 dwellings HO239 13 dwellings (set from DPH) HO3 12 dwellings HO239 13 dwellings (set from DPH) HO3 12 dwellings HO239 13 dwellings (set from DPH) HO3 17 dwellings MO340 15 dw	Primary	Development sites that impact on this planning area:
HO224 124 dwellings HO325 127 dwellings HO38 16 dwellings HO3 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO19 25 dwellings HO188 22 dwellings HO274 24 dwellings HO274 24 dwellings HO275 12 dwellings HO278 13 dwellings (est from DPH) HO357 12 dwellings (est from DPH) HO37 14 dwellings MX32 5 dwellings MX32 6 dwellings MX38 16 dwellings MX56 80 dwellings MX56 10 dwellings MX58 10 dwellings MX59 16 dwellings MX59 16 dwellings MX59 16 dwellings MX50 16 dwe		
HO25 127 dwellings HO68 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO118 2 dwellings HO78 16 dwellings HO78 2 dwellings HO78 17 dwellings HO78 17 dwellings HO78 18 10 dwellings HO78 18 10 dwellings HO78 19 dwellings HO78 10 dwel		
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		Preliminary Heritage Assessment - Low potential for prehistoric remains based on site's location within a valley.
i i i i i i i i i i i i i i i i i i i	Conservation	Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.

HO357	Swanley Village Nursery,	TBC*	BF	Highways and Transportation	KCC Highways Comments - Swanley Village Road narrow with poor forward visibility. Existing access would need improvement, especially visibility.
	Swanley Village Road,				<u>Transport Assessment</u>
	Swanley Village				Access - Existing access would need improvement Score - B
	Village				Capacity - Swanley Village Road narrow with poor forward visibility. Traffic generation low however.
					Score - B Sustainability - Within 800m of primary school but otherwise poor accessibility
					Score – B
				Education - Primary	Swanley Planning Area
				1 milary	Development sites that impact on this planning area:
					HO106 9 dwellings
					HO212 19 dwellings HO224 124 dwellings
					HO225 127 dwellings HO58 16 dwellings
					HO73 15 dwellings (est from DPH)
					HO10 12 dwellings (est from DPH) HO197 25 dwellings
					HO198 22 dwellings
					HO202 7 dwellings HO222 26 dwellings
					HO274 24 dwellings
					HO298 13 dwellings (est from DPH) HO357 12 dwellings (est from DPH)
					HO4 71 dwellings MX32 5 dwellings
					MX32 5 dwellings MX54a/b450 750 dwellings
					MX56 80 dwellings
					MX9 16 dwellings HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
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					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.

					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Some potential for post medieval and later remains associated with The Old Place, a 19 th century establishment and the nearby horticultural complex. Potential horticultural outbuildings identifiable on the 3 rd Ed OS map on the site. Some historic building and archaeological work may be required subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
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MX9	Upper Hockenden Farm, Hockenden	16 Employment	BF	Highways and Transportation	KCC Highways Comments - None <u>Transport Assessment</u>
	Lane, Swanley				Access - Existing access off Hockenden Lane requires improvement / improved visibility. Existing junction of Hockenden Lane with London Road probably adequate for number of units proposed Score - B
					Capacity - Junction of Hockenden Lane / London Road needs checking. Score - B
					Sustainability - Edge of town with some bus services into town / Bromley. Pedestrian / cycle access along Hockenden Lane needs improvement.
					Score – B
				Education - Primary	Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO38 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings HO173 25 dwellings HO174 25 dwellings HO28 13 dwellings HO29 7 dwellings HO29 7 dwellings HO29 7 dwellings HO29 7 dwellings HO212 18 dwellings HO212 18 dwellings HO213 18 dwellings HO214 19 dwellings HO39 19 dwellings HO39 10 dwellings HO30 HO30 HO30 HO30 HO30 HO30 HO30 HO30

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					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for post medieval remains associated with the development of Upper Hockenden farm, a historic farm complex identified in the Historic Farmstead Survey (HE). The complex did contain main farmhouse and several outbuildings which may still survive. Part of the complex to the north included some hop pickers' huts.
					Heritage Statement and historic building assessment required to support any application.
					Formal programme of historic building, historic landscape and archaeological works may be required subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX32	Pembroke Business	5 Employment	BF	Highways and Transportation	KCC Highways Comments - None
	Centre and Pembroke	Linployment		Transportation	Transport Assessment
	House,				Access -Existing access may require minor improvement / visibility improvements. Score - A
	Road, Swanley				Capacity - No issues depending on intensity of employment use Score - A
	Swarney				Sustainability -Poor sustainably transport locally Score – C
				Education - Primary	Swanley Planning Area
				Filliary	Development sites that impact on this planning area:
					HO106 9 dwellings HO212 19 dwellings
					HO224 124 dwellings
					HO225 127 dwellings HO58 16 dwellings
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					HO4 71 dwellings MX32 5 dwellings

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					MX54a/b450 750 dwellings MX56 80 dwellings MX9 16 dwellings HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
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					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for historic remains associated with Hextable College of Horticulture. Site may contain remains of greenhouses and Pembroke House associated with early 20 th century extension of college.
					Heritage Statement, including historic buildings assessment, required to inform any application.
					Formal programme of historic building, historic landscape and archaeological works may be required subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX48	Land at Pedham Place	2500 plus Employment Retail	EC	Highways and Transportation	Documents included 02/08/18 -Pedham Place Swanley - Location Plan , Pedham Place proposals Documents Required - Transport Assessment Modelling required.
	T lace	Infrastructure Leisure Open space			KCC Highways Comments - A development of this scale requires a transport assessment to assess the impact of the development on the existing highway, access arrangements, public transport facilities and measures to encourage and promote cycling and walking. The site is located close to the strategic highway network and therefore Highways England should be consulted. Accessibility between the site and Swanley Centre is likely to be a problem especially for walking and cycling.
					Transport Assessment
					Access - Transport Assessment required to inform of access arrangements Score - B
					Capacity - Close to strategic highway but a development of this scale requires a transport Assessment and modelling to identify where mitigating measures are required.
					Score - B Sustainability - Access to Swanley Centre and rail difficult for pedestrians and cyclists.
					Score - C

			1		Conclusion Transport Assessment required to inform of assess arrangements. Class to strategic highway but a day classes of this assis
					Conclusion - Transport Assessment required to inform of access arrangements. Close to strategic highway but a development of this scale
					requires a transport Assessment and modelling to identify where mitigating measures are required. Access to Swanley Centre and rail difficult for
					pedestrians and cyclists.
				Education -	Sevenoaks Rural North Planning Area
				Primary	
					Development sites that impact on this planning area:
					MX48 2500 dwellings
					HO315 55 dwellings
					HO326 35 dwellings
					HO127 9 dwellings
					HO346 42 dwellings
					HO354 4 dwellings (est from DPH) HO129 18 dwellings (est from DPH)
					HO129 18 dwellings (est from DPH) HO272 16 dwellings
					HO35 25 dwellings
					HO77 41 dwellings
					HO78 10 dwellings
					1000 To dwellings
					Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision.
					The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new
					junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers
					Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision
					required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining
					developments.
					KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
				SUDS	From a desk review, it is not clear where the discharge destination for any surface water generated from the development would be directed. There are no surface water sewers within the vicinity.
					Though the underlying geology is suitable for infiltration, the landfilling activities may limit areas where infiltration is permissible (in general infiltration is not permitted in areas of made ground).
					It will be extremely important to obtain ground investigation early in the development planning to inform masterplanning on this site
					and the state of t
				Heritage and Conservation	Preliminary Heritage Assessment - Multi period archaeology has been located within this site as part of formal archaeological works for the quarry.
					Formal archaeological works required, subject to details of extent and depth of extraction
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX54a	Land	400 (already	EC	Highways and	Documents included 02/08/18 - Land East of Swanley Option 1 , SK1-15 Land East of Swanley Option 2 , SK1-16 Land East of Swanley Option
IVI/O4d	between Beechenlea Lane and the	included in MX54b) Community		Transportation	3, SK1-17 Land East of Swanley Option 4, SK1-18 Land East of Swanley Option 4a, SK1-19 Land East of Swanley Option 4b, SK1-20 Land East of Swanley Option 5, SK1-23 Land East of Swanley revision A Documents Required - Transport Assessment Modelling required.
	railway line,	Infrastructure			

Swanley	Open space		KCC Highways Comments - Options for the Cooper Estates Strategic Land to the west of Beechenlea Lane. I have looked at the proposals shown in Options 1 and 2 and have made the following comments:
			In both Options there is only one access and this is from Highlands Hill to the north. This is a problem as a development of over 300 homes requires at least two points of access. This is accordance with Kent Design. KCC Highways would be likely to raise objection to a development of over 300 homes served from a single access.
			New Barn Road and Leyden Hatch Lane are constrained in terms of width and not suited to any significant intensification of traffic.
			Traffic will therefore be distributed via the B258 Swanley Lane. This will lead to additional congestion and delays in Swanley Centre and contributions and mitigating measures will be required together with improvements to the Swanley Lane B258/Highlands Hill junction.
			The proposed road bridge over the railway line will require agreement with Network Rail. The bridge once completed would be owned and maintained by KCC Highways and a commuted sum would be required for the future maintenance of the bridge. The bridge would be designed to Eurocode loading standards with safety barriers provided a minimum of 30m in advance of the parapet.
			The Park and Ride site shows a new access off Beechenlea Lane, however the pinch point to the south of the access is not suitable for the intensification of use by buses and cars to access the site. Also a park and ride site at this location will only be viable if a fast and frequent bus service is provided with journey time improvements when compared to car journeys. Pricing should also be considered as presently the parking in Swanley town centre is readily available for no or low cost.
			A new access is shown to the east of the site from Beechenlea Lane south of the railway bridge. Beechenlea Lane is narrow and not suited to any significant intensification of traffic flows and the railway bridge is weak with a weight limit.
			Transport Assessment
			Access - Options 1 to 4 Score - C
			Capacity - Options 1 to 4 Score - C
			Sustainability – Options 1 to 4 Score - B
		Education - Primary	Swanley Planning Area
		Timary	Development sites that impact on this planning area:
			HO106 9 dwellings
			HO212 19 dwellings HO224 124 dwellings
			HO225 127 dwellings HO58 16 dwellings
			HO73 15 dwellings (est from DPH)
			HO10 12 dwellings (est from DPH) HO197 25 dwellings
			HO198 22 dwellings
			HO202 7 dwellings HO222 26 dwellings
			HO274 24 dwellings
			HO298 13 dwellings (est from DPH) HO357 12 dwellings (est from DPH)
			HO4 71 dwellings MX32 5 dwellings
			MX54a/b450 750 dwellings
			MX56 80 dwellings

	ī	T	1	1	
					MX9 16 dwellings HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				SUDS	There are no surface water sewers within the vicinity. The underlying geology should be feasible for infiltration but there may be constraints on specific portions of the site. This needs further investigation.
					There is a significant surface water overland flow path which traverses the northern and western portion of the site.
					It will be important to obtain ground investigation to inform masterplanning on this site.
					The overland flow path will need to be assessed and avoided if needed.
					SuDS features should not be located within this area if it is demonstrated to be a function of the site.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains in view of location within a valley system and presence of River Terrace Gravels on site. Mesolithic and Neolithic flint findspots are close to or within the site as well as findspots of Bronze Age and Roman date.
					Heritage Statement required to support any application. Formal archaeological works, including geoarchaeological work, required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX54b	Land between Beechenlea	750 Community	EC	Highways and Transportation	Documents included 02/08/18 - MW54a & MX54b Documents Required - Transport Assessment Modelling required.
	Lane and Highlands Hill, Swanley	Infrastructure Open space			KCC Highways Comments - Options for the Cooper Estates Strategic Land to the west of Beechenlea Lane. I have looked at the proposals shown in Options 1 and 2 and have made the following comments:
					In both Options there is only one access and this is from Highlands Hill to the north. This is a problem as a development of over 300 homes requires at least two points of access. This is accordance with Kent Design. KCC Highways would be likely to raise objection to a development of over 300 homes served from a single access.
					New Barn Road and Leyden Hatch Lane are constrained in terms of width and not suited to any significant intensification of traffic.
					Traffic will therefore be distributed via the B258 Swanley Lane. This will lead to additional congestion and delays in Swanley Centre and

The proposed road bridge over the railway line will require agreement with Network Rail. The bridge once completed would be covered and maintained by MCC Highways and a commutate aum would be required for the future maintained by MCC Highways and a commutate aum would be required for the future maintained by MCC Highways and a commutate aum would be required for the future maintained by MCC Highways and according to the South of South Proposed. The Park and Ride side shows a new access of Beochonica Lane, however the princip point to the south of the access is not suitable for the intensification of use by busined variable for no rot law cost. A new access is shown to the east of the side from Beochonica Lane, however the princip will be visible if a fast and frequent bus service is provided with journey time improvements when compared to car journeys. Princip should also be considered as presently the parking in Senate in the south of the call was serviced by the parking in Senate in the parking in Senate Intensification of traffic flows and the railway bridge is weak with a weight limit. **Transport Assessment** **Access** - Option 5 **Score** - B.** **Score** - B.** **Suntainability** - Option 5 **Score** - B.** **Suntainability** - Option 5 **Score** - B.** **Development sites that impact on his planning area: **HO106** - Se Aveilings** *	
maintained by KCC Highways and a communded sum would be required for the future maintenance of the bridge. The bridge would be designed to Eurocock oloning standards with safety borrise provided an immun of 30m in advance of the paraget. The Park and Ride site shows a new access off Beachends Lane, however the pinch point to the access is not suitable for the intensification of use by buses and cars to access the site. Also a park and ride site at this location will only be viable if a frast and frequent has service is provided with journey time improvements when compared to car journeys. Pricing should also be considered as presently the parking in Svanley town centre is readily available for no rick occut. A new access is shown to the east of the site from Beachendea Lane south of the relikvey bridge. Beacheniea Lane is narrow and not suited to any significant intensification of traffic flows and the railway bridge is weak with a weight limit. Transport Assessment Access - Option 5 Score - B Primary Development sites that impact on this planning area: HO106 9 develings HO212 19 wellings HO224 124 dwellings HO224 124 dwellings HO226 127 dwellings HO236 136 dwellings HO336 136 dwellings HO337 136 dwellings HO337 136 dwellings HO337 136 dwellings HO337 137 dwellings HO337 137 dwellings HO337 137 dwellings HO337 137 dwellings (set from DHI) HO337 137 dwellings (set from DHI) HO337 137 dwellings (set from DHI) HO347 47 dwellings (set from DHI) HO357 137 dwellings (set from DHI) HO358 158 dwellings (set from DHI) HO359 138 dwellings (set from DHI) HO350 138 dwellings (set from DHI) HO350 138 dwellings (set from DHI) HO350 138 dwellings (set from DHI)	contributions and mitigating measures will be required together with improvements to the Swanley Lane B258/Highlands Hill junction.
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significant intensification of traffic flows and the railway bridge is weak with a weight limit. Transport Assessment Access - Option 5 Score - B Capacity - Option 5 Score - B Capacity - Option 5 Score - B Caybord - Score - B Capacity - Option 5 Score - Development - Option 5 Score - Development - Option 5 Score - Development - Option 6 Score - Option 5 Score - Development - Option 6 Score - Option 5 Score - Development - Option 6 Score - Option 5 Score - Development - Option 6 Score - Option	intensification of use by buses and cars to access the site. Also a park and ride site at this location will only be viable if a fast and frequent bus service is provided with journey time improvements when compared to car journeys. Pricing should also be considered as presently the parking in
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Education Primary Swanley Planning Area	Score - B Capacity - Option 5 Score - B Sustainability - Option 5
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	Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO58 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings HO197 25 dwellings HO198 22 dwellings HO222 7 dwellings HO222 26 dwellings HO224 24 dwellings HO298 13 dwellings (est from DPH) HO357 12 dwellings MX32 5 dwellings MX32 5 dwellings MX32 5 dwellings MX54a/b450 750 dwellings MX56 80 dwellings MX9 16 dwellings HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH)
I here is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.	There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be

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through CIL. KCC would recommend the establishment of an Education Review Group for the MX54 Beecheniea development, as has become practice in other developments of his or similar size. KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Read, Hextable. KCC retains the freehold. The disposition of the unoccupied Oasia Hextable school site is not yet determined. KCC retains the freehold. There are no surface water severs within the vicinity. The underlying geology should be feasible for infiltration but there may be constraints on specific portions of the site. This needs further investigation. There is a significant surface water overland flow path with traverses the northern and western portion of the site. It will be important to obtain ground investigation to inform masterplanning on this site. The overland flow path will need to be assessed and avoided if needed. SuDS features should not be located within this area if it is demonstrated to be a function of the site. The overland flow path will need to be assessed and avoided if needed. SuDS features should not be located within this area if it is demonstrated to be a function of the site. Heritage Statement required in support any application. Formal architectogical works, including geocentracetogical work, required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on an planning approval. Edentrice Edentrice ***Education** Secondary** ***Secondary**						that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the
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SuDS features should not be located within this area if it is demonstrated to be a function of the site. Heritage and Conservation Preliminary Heritage Assessment - Potential for prehistoric remains in view of location within a valley system and presence of River Terrace Gravels on site. Mesolithic and Neolithic flint findspots are close to or within the site as well as findspots of Bronze Age and Roman date. Heritage Statement required to support any application. Formal archaeological works, including geoarchaeological work, required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval. Edenbridge Many people from Edenbridge have wanted a secondary school since the closure of Eden Valley School in 2002. KCC offers no opposition to this aspiration, but any new school must be viable. The existing secondary demand, added to the additional demand created if ALL the Edenbridge sites are developed would still only create about 4FE. This is because many Edenbridge students would still prefer to attend Grammar or faith schools in Tonbridge or Tunbridge Valles. A point of support would be available if the school was located in the north of the town, so making it more accessible for students from Westerham. A 4FE secondary school in Edenbridge could be vulnerable financially, but if such a school can be proven to be part of the whole secondary solution for Sevenoaks, KCC would of course, give it serious consideration. HO210 Open space at Stangrove Estate benefit from off street parking. Parking can be haphazard causing a hazard to other highway users, including pedestrians. Parcel 1 - Open space bound by Park Avenue to the south and Parcel 4 - Existing residential dwellings. Parcel 3 - Open space bound by Park Avenue to the south and ceast. Parcel 4 - Existing local corner spon, Parcel 5 - Open space bound by Park View Close to the south and playground to the north. Parcel 6 - Open space bound by Park View Close to the south and playground						It will be important to obtain ground investigation to inform masterplanning on this site.
Heritage and Conservation Poliminary Heritage Assessment - Potential for prehistoric remains in view of location within a valley system and presence of River Terrace Gravels on site. Mesolithic and Neolithic film findspots are close to or within the site as well as findspots of Bronze Age and Roman date. Heritage Statement required to support any application. Formal archaeological works, including geoarchaeological work, required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.						The overland flow path will need to be assessed and avoided if needed.
Gravels on site. Mesolithic and Neolithic flint findspots are close to or within the site as well as findspots of Bronze Age and Roman date. Heritage Statement required to support any application. Formal archaeological works, including geoarchaeological work, required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval. Education Secondary Education Secondary Many people from Edenbridge have wanted a secondary school since the closure of Eden Valley School in 2002. KCC offers no opposition to this aspiration, but any new school must be viable. The existing secondary demand, added to the additional demand created if ALL the Edenbridge aspiration, but any new school must be viable. The existing secondary demand, added to the additional demand created if ALL the Edenbridge or Tunbridge or Tunbridge Wells. A point of support would be available if the school was located in the north of the town, so making it more accessible for students from Westerham. A 4FE secondary school in Edenbridge could be vulnerable financially, but if such a school can be proven to be part of the whole secondary solution for Sevenoaks, KCC would of course, give it serious consideration. HO210 Open space at Stangrove Estate, Crouch House Road, Edenbridge Crouch House Road, Edenbridge Crouch House Road, Edenbridge Park Query Copen space between Cedar Drive and existing residential dwellings. Parcel 3 - Open space bound by Park View Close to the south and playground to the north. Parcel 6 - Open space bound by Park Grove to the east and Chestnut Grove to the north. Transport Assessment						
Formal archaeological works, including geoarchaeological work, required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval. Education Secondary But approve the Education Secondary - Many people from Edenbridge have wanted a secondary school since the closure of Eden Valley School in 2002. KCC offers no opposition to this aspiration, but any new school must be viable. The existing secondary demand, added to the additional demand created if ALL the Edenbridge sites are developed would still only create about 4FE. This is because many Edenbridge students would still prefer to attend Grammar or faith schools in Tonbridge or Tunbridge Wells. A point of support would be available if the school was located in the north of the town, so making it more accessible for students from Westerham. A 4FE secondary school in Edenbridge could be vulnerable financially, but if such a school can be proven to be part of the whole secondary solution for Sevenoaks, KCC would of course, give it serious consideration. KCC Highways Comments - Very few properties within the Stangrove Estate benefit from off street parking. Parking can be haphazard causing a hazard to other highway users, including pedestrians. Parcel 1 - Open space bound by railway line to the north and Cedar Drive to the south and Edenbridge Crouch House Road, Edenbridge Park View Close to the south and playground to the north. Parcel 6 - Open space bound by Park Work to the south and playground to the north. Parcel 6 - Open space bound by Park Grove to the north. Transport Assessment						
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Education Secondary						Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
Education Secondary	Edenbri	dge				
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HO210 Open space at Stangrove Estate, Crouch House Road, Edenbridge Crouch House Road, Edenbridge Company Com						
at Stangrove Estate, Crouch House Road, Edenbridge at Stangrove Transport Assessment A Stangrove A Stangrove Based on the South and Cedar Drive to the south. A Stangrove Based on the South and Cedar Drive to the south and Estate, Parcel 2 - Open space between Cedar Drive and existing residential dwellings. Parcel 3 - Open space bound by Park Avenue to the south and east. Parcel 4 - Existing local corner shop. Parcel 5 - Open space bound by Park View Close to the south and playground to the north. Transport Assessment						
Transport Assessment	HO210	at Stangrove Estate, Crouch House Road,	15	UC	Highways	hazard to other highway users, including pedestrians. Parcel 1 - Open space bound by railway line to the north and Cedar Drive to the south. Parcel 2 - Open space between Cedar Drive and existing residential dwellings. Parcel 3 - Open space bound by Park Avenue to the south and east. Parcel 4 - Existing local corner shop. Parcel 5 - Open space bound by Park View Close to the south and playground to the north. Parcel 6 -
Access - Stangrove Estate is a very tightly bound estate with very little off street parking. Access to properties would likely to lead to conflicts		Lacibilage				Transport Assessment
						Access - Stangrove Estate is a very tightly bound estate with very little off street parking. Access to properties would likely to lead to conflicts

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					within the estate. On street parking would not be supported due to the already congested nature of the estate.
					Score - C Canacity - A development of this scale would not be likely to lead to any significant impact on canacity
					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Close proximity to Edenbridge and Edenbridge Town railway station.
					Score - A
				Education -	Edenbridge Planning Area
				Primary	
					Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings
					MX10 450 dwellings
					MX51 250 dwellings
					HO210 15 dwellings
					HO364 31 dwellings (est based on DPH)
					HO379 5 dwellings MX44 80 dwellings
					MX44 80 dwellings
					Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
					There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year
					groups. If all options are progressed, an additional 1FE would be required.
					Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four
					Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast,
					Edenbridge Town will need a new 1FE Primary school built in or near the town.
					KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education
					provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other
					developments of this or similar size.
				Heritage and	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology
				Conservation	
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO364	Edenbridge & District War	TBC*	UC	Highways	KCC Highways Comments - Existing parking available to the rear of the site. Bus stop on site.
	Memorial				Transport Assessment
	Hospital, Mill Hill,				Access - Utilise existing access from Mill Hill.
	Edenbridge				Score - A
	Lacribiliage				Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A
					Sustainability - Site is located due south of Edenbridge town centre. Walking distance to centre and train stations. Bus stops on Mill Hill and
					current bus stop on site.
					Score – A
				Education -	Edenbridge Planning Area
				Primary	
					Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings

				Heritage and Conservation	MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings HO364 31 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings WX44 80 dwellings WX45 entry provision. WX46 entry provision WX50 dwellings WX46 entry provision WX51 development, the education provision be managed through \$106, rather than through CIL. WXCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size. Preliminary Heritage Assessment - Some potential for Roman remains associated with use of routeway on the alignment of Mill Hill and roman coin found to the north. Potential for post medieval and later remains associated with Blossoms Farm, identified on Historic Farmstead Survey (HE) and Blossoms Park. War Memorial Hospital identifiable on 4th Ed OS map. Heritage Statement, including a historic building assessment, required to support any application.
					Formal historic building, historic landscape and archaeological work may be required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO379	Kent & Surrey	5	BF	Highways	KCC Highways Comments - New access required onto Crouch House Road.
	Driving Range,				Transport Assessment
	Crouch House Road,				Access - New access will be required onto Crouch House Road. Visibility may be constrained by exiting hedges / trees and railway bridge. Score - B
	Edenbridge				Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Site is located to the western edge of Edenbridge settlement boundary. Bus stops located immediately adjacent to the site on Crouch House Road. Score - A
				Education -	Edenbridge Planning Area
				Primary	Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings HO364 31 dwellings (est based on DPH) HO379 5 dwellings

					MX44 80 dwellings
					Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
					There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required.
					Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.
					KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Low potential for as yet unknown archaeology.
				Conservation	Programme of formal archaeological works may be required subject to details
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO189	Land south of	265	EC	Highways and	Documents included 02/08/18 -FN46 WSP Transport Technical Note Edenbridge
110109	Skinners	205		Transportation	Documents Required - Transport Assessment with Travel Plans for each of the proposed uses.
	Lane,			•	bocuments Required - Transport Assessment with Traver Flans for each of the proposed uses.
	Edenbridge				KCC Highways Comments - HO189 & HO190 - Approximately 265 dwellings. Pedestrian Home Zones. New 'T' Junction onto Four Elms Road, new vehicular access to some housing via new roundabout onto Four Elms Road, further north. Pedestrian and cycle connectivity.
					Transport Assessment
					Access - Main residential accessed via new priority controlled T-junction off B2027 Four Elms Road. Visibility splays 2.4mx120m. Medical Centre / school and residential accessed via new four arm roundabout junction with Wayside Drive. Score - B
					Capacity - Circa 300 dwellings, plus 600-900 pupil secondary school, plus medical centre. Trip rates have been assessed, including scheme for 300 dwellings at St John Way / Enterprise Way (14/03783/OUT). AM & PM peaks. Surveys undertaken at four junctions - Four Elms Road / Wayside Drive, Station Road / Four Elms Road, Station Road / St Johns Way / Commmerrce Way, Station Road / Enterprise Way Score - B
					Sustainability - Within close proximity to Edenbridge town centre. Score - A
					Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.
				Education -	Edenbridge Planning Area
				Primary	Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings

					MX10 450 dwellings
					MX51 250 dwellings
					HO210 15 dwellings
					HO364 31 dwellings (est based on DPH)
					HO379 5 dwellings
					MX44 80 dwellings
					WIX 44
					Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
					There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required.
					Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.
					KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - General potential for prehistoric and roman, especially with Roman Road being on an alignment of a Roman routeway. A post medieval agricultural building is identifiable towards the southern land parcels.
					Formal programme of archaeological works required, subject to details
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO190	Land north of 50 Skinners	0	EC	Highways and Transportation	Documents included 02/08/18 -FN46 WSP Transport Technical Note Edenbridge Documents Required - Transport Assessment with Travel Plans for each of the proposed uses.
	Lane, Edenbridge				KCC Highways Comments - HO189 & HO190 - Approximately 265 dwellings. Pedestrian Home Zones. New 'T' Junction onto Four Elms Road, new vehicular access to some housing via new roundabout onto Four Elms Road, further north. Pedestrian and cycle connectivity.
					Transport Assessment
					Access - Main residential accessed via new priority controlled T-junction off B2027 Four Elms Road. Visibility splays 2.4mx120m. Medical Centre / school and residential accessed via new four arm roundabout junction with Wayside Drive. Score - B
					Capacity - Circa 300 dwellings, plus 600-900 pupil secondary school, plus medical centre. Trip rates have been assessed, including scheme for 300 dwellings at St John Way / Enterprise Way (14/03783/OUT). AM & PM peaks. Surveys undertaken at four junctions - Four Elms Road / Wayside Drive, Station Road / Four Elms Road, Station Road / St Johns Way / Commmerrce Way, Station Road / Enterprise Way Score - B Sustainability - Within close proximity to Edenbridge town centre.
					Score - A
					Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.
				Education	Edoubridge Dispuing Area
				Education -	Edenbridge Planning Area

			Primary	
			· ·····	Development sites that impact on this planning area:
				HO189, HO190, HO223, MX25 & MX26 515 dwellings
				MX10 450 dwellings
				MX51 250 dwellings
				HO210 15 dwellings
				HO364 31 dwellings (est based on DPH) HO379 5 dwellings
				MX44 80 dwellings
				Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
				There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required.
				Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast,
				Edenbridge Town will need a new 1FE Primary school built in or near the town.
				KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
				KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
			Heritage and Conservation	Preliminary Heritage Assessment - General potential for prehistoric and roman, especially with Roman Road being on an alignment of a Roman routeway. A post medieval agricultural building is identifiable towards the southern land parcels.
				Formal programme of archaeological works required, subject to details
				Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO223	Land east of	200		Documents included 02/08/18 -FN46 WSP Transport Technical Note Edenbridge
	Bray Road, Edenbridge		Transportation	Documents Required - Transport Assessment with Travel Plans for each of the proposed uses.
				KCC Highways Comments - HO223 - Promoted by KCC for residential
				Transport Assessment
				Access - Main residential accessed via new priority controlled T-junction off B2027 Four Elms Road. Visibility splays 2.4mx120m. Medical Centre / school and residential accessed via new four arm roundabout junction with Wayside Drive.
				Score - B Capacity - Circa 300 dwellings, plus 600-900 pupil secondary school, plus medical centre. Trip rates have been assessed, including scheme for
				300 dwellings at St John Way / Enterprise Way (14/03783/OUT). AM & PM peaks. Surveys undertaken at four junctions - Four Elms Road / Wayside Drive, Station Road / Four Elms Road, Station Road / St Johns Way / Commmerce Way, Station Road / Enterprise Way
				Score - B Sustainability - Within close proximity to Edenbridge town centre. Score - A
				Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages,
				bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.

				Education	Edonbridge Dianning Area
				Education - Primary	Edenbridge Planning Area
					Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings
					MX10 450 dwellings
					MX51 250 dwellings
					HO210 15 dwellings
					HO364 31 dwellings (est based on DPH)
					HO379 5 dwellings
					MX44 80 dwellings
					Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
					There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required.
					Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.
					KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - General potential for prehistoric and roman, especially with Roman Road being on an alignment of a Roman routeway. A post medieval agricultural building is identifiable towards the southern land parcels.
					Formal programme of archaeological works required, subject to details
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
	Land east of	Health hub	EC	Highways and	Documents included 02/08/18 -FN46 WSP Transport Technical Note Edenbridge
	Four Elms Road and			Transportation	Documents Required - Transport Assessment with Travel Plans for each of the proposed uses.
r	north of Skinners				KCC Highways Comments - MX25 - Medical hub incl GP surgery, dental practice, hospital services facilities
	Lane, Edenbridge				Transport Assessment
					Access - Main residential accessed via new priority controlled T-junction off B2027 Four Elms Road. Visibility splays 2.4mx120m. Medical Centre / school and residential accessed via new four arm roundabout junction with Wayside Drive. Score - B
					Capacity - Circa 300 dwellings, plus 600-900 pupil secondary school, plus medical centre. Trip rates have been assessed, including scheme for 300 dwellings at St John Way / Enterprise Way (14/03783/OUT). AM & PM peaks. Surveys undertaken at four junctions - Four Elms Road / Wayside Drive, Station Road / Four Elms Road, Station Road / St Johns Way / Commmerce Way, Station Road / Enterprise Way
					Sustainability - Within close proximity to Edenbridge town centre.
					Score - B

				Education - Primary	Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along heir routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge Edenbridge Planning Area Development sites that impact on this planning area: HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 150 dwellings MX51 450 dwellings MX51 450 dwellings MX51 150 dwellings MX51 310 dwellings MX51 310 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings HO364 31 dwellings Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision. There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required. Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town. KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CL. KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
					The overland flow path will need to be assessed and avoided if needed. Space for attenuation of surface water will need to be included within the layout; though this has been considered to some degree in the parameter plan submitted. It is important that SuDS are integrated into the existing drainage network and within any landscape proposal.
				Heritage and Conservation	Preliminary Heritage Assessment - General potential for prehistoric and roman, especially with Roman Road being on an alignment of a Roman routeway. A post medieval agricultural building is identifiable towards the southern land parcels.
					Formal programme of archaeological works required, subject to details Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX26	Land south of the railway	Secondary school	EC	Highways and Transportation	Documents included 02/08/18 -FN46 WSP Transport Technical Note Edenbridge Documents Required - Transport Assessment with Travel Plans for each of the proposed uses.
	line, Four Elms Road,	30,1001		. ranoportation	KCC Highways Comments - MX26 - Community facilities, secondary school 4-6 form entry (600-900 pupils)
	Edenbridge				2 2 3 1 7 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
					Transport Assessment

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	Access - Main residential accessed via new priority-controlled T-junction off B2027 Four Elms Road. Visibility splays 2.4mx120m. Medical Centre / school and residential accessed via new four arm roundabout junction with Wayside Drive. Score - B Capacity - Circa 300 dwellings, plus 600-900 pupil secondary school, plus medical centre. Trip rates have been assessed, including scheme for 300 dwellings at St John Way / Enterprise Way (14/03783/OUT). AM & PM peaks. Surveys undertaken at four junctions - Four Elms Road / Wayside Drive, Station Road / Four Elms Road, Station Road / St Johns Way / Commmerrce Way, Station Road / Enterprise Way Score - B Sustainability - Within close proximity to Edenbridge town centre. Score - A
	Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.
Education Primary	Development sites that impact on this planning area:
	HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings HO364 31 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings
	Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision. There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year
	groups. If all options are progressed, an additional 1FE would be required.
	Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.
	KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
	KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
SUDS	There is a surface water overland flow path which traverses the site. Given the underlying geology, any surface water generated by the development will need to be attenuated within the site.
	The overland flow path will need to be assessed and avoided if needed.
	Space for attenuation of surface water will need to be included within the layout; though this has been considered to some degree in the parameter plan submitted. It is important that SuDS are integrated into the existing drainage network and within any landscape proposal.

				Heritage and Conservation	Preliminary Heritage Assessment - General potential for prehistoric and roman, especially with Roman Road being on an alignment of a Roman routeway. A post medieval agricultural building is identifiable towards the southern land parcels. Formal programme of archaeological works required, subject to details Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX10	Land at Breezehurst Farm, Crouch House Road, Edenbridge	450 Employment Health hub Secondary school	EC	Highways and Transportation	Documents included 02/08/18 -MX10 Documents Required - Transport Assessment KCC Highways Comments - Proposed medical centre to the north of Breezhurst Farm with access approximately 40 metres from where road bend to Little Browns Lane. Potential visibility issues. Second access to the south of mobile home site. Full TA required to enable full assessment. Transport Assessment Access - Two proposed accesses, one to the north of Breezehurst Farm and one to the south of St Brelade's Court mobile homes site. Score - A Capacity - Full TA required to enable capacity to be fully established. Large site constrained by railway line to the north and south. Adjoins already consented application 14/03783/OUT for 300 dwellings which will need to be fully included in capacity assessment. Junction capacity at Enterprise Way / Station Road and St Johns Way / Station Road. Score - B Sustainability - Access to Edenbridge through permitted scheme via Enterprise Way. Two railway stations within walking distance.
					Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.
				Education - Primary	Edenbridge Planning Area Development sites that impact on this planning area: HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings HO364 31 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision. There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required. Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.

				SUDS Heritage and	KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size. The site is traversed by an area of fluvial flood risk and some associated extent of surface water overland flow paths. The areas of flood risk will need to be assessed and avoided. SuDS features should not be located within any area of flood risk. Space for attenuation of surface water will need to be included within the layout. Preliminary Heritage Assessment - Low potential for as yet unknown archaeological remains.
				Conservation	Formal programme of archaeological remains may be required, subject to details Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
MX44	Land west of Romani Way, Edenbridge	80 G&T pitches Employment	EC	Highways and Transportation	Documents included 02/08/18 -MX44 only Call for Sites information Documents Required - Transport Statement KCC Highways Comments - Full Transport Statement required before full assessment can be made.
					Access - New access could be made off Hever Road Score - B Capacity - Full Transport Statement required. Site located on eastern edge of Edenbridge. Potential capacity on Hever Road. Junction capacity at Hever Road / High Street / Mill Hill may need to be assessed. Score - B Sustainability - Located on the eastern edge of Edenbridge. Pedestrian links limited and would need improving. Score - B Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-
				Education - Primary	providing links between Uckfield/London and Redhill and Tonbridge. Edenbridge Planning Area Development sites that impact on this planning area:
					HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings HO364 31 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.

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					There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required. Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town. KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
				SUDS	From a desk review, it is not clear where the discharge destination for any surface water generated from the development would be directed. There are no surface water sewers within the vicinity.
					Given the underlying geology, any surface water generated by the development will need to be attenuated within the site. There do not appear to be any ordinary watercourses which would convey surface water from the site.
					We have concerns as to the discharge destination from this site. This will require assessment. An infrastructure upgrade in sewers in the vicinity of the site may be required.
				Heritage and Conservation	Preliminary Heritage Assessment - Multi period archaeology has been located within this site as part of formal archaeological works for the quarry.
					Formal archaeological works required, subject to details of extent and depth of extraction
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
MX51	Land south west of Crouch	250 Health hub Secondary school	EC	Highways and Transportation	Documents included 02/08/18 -MX51 Documents Required - Transport Assessment
	House Road, Edenbridge				KCC Highways Comments - Approximately 250 dwellings, new access required, plus secondary / emergency access. Full Transport Assessment required to assess the impact of proposed junctions
					Transport Assessment
					Access - Two potential access outlined off Crouch House Road. Score - B
					Capacity - Full TA required to enable capacity to be fully established. Score - B
					Sustainability - Site is approximately 500 metres due west of Edenbidge High Street. However, Walking access via Crouch House Road, and Stangrove Road. Bus stops located on Crouch House Road. Score - A
					Conclusion - Edenbridge is located in a rural area without the benefit of high quality principle roads. It is accessed via B roads to the north and to the east and a 'c class' road (Lingfield Road) to the west. These roads are single carriageway with constraints along their routes including villages, bends and narrowings. There are no obvious improvements to bring these routes up to a principal route status. Development which leads to any significant increase in traffic movements is likely to lead to traffic issues along these routes. Edenbridge does however benefit from 2 rail stations-providing links between Uckfield/London and Redhill and Tonbridge.

			Education - Primary	Edenbridge Planning Area
			1 mary	Development sites that impact on this planning area:
				HO189, HO190, HO223, MX25 & MX26 515 dwellings MX10 450 dwellings MX51 250 dwellings HO210 15 dwellings
				HO364 31 dwellings (est based on DPH) HO379 5 dwellings MX44 80 dwellings
				Up to 1346 new dwellings would generate 377 primary pupils. This equates to 1.8 FE of primary provision.
				There is currently sufficient capacity at Edenbridge Primary School to accommodate about 100-150 additional primary pupils across all seven-year groups. If all options are progressed, an additional 1FE would be required.
				Edenbridge Primary School was enlarged two years ago and cannot be enlarged again. The two other primary schools in the planning area (Four Elms PS and Hever CE PS) have small sites and do not lend themselves to enlargement. If the demand increases beyond that forecast, Edenbridge Town will need a new 1FE Primary school built in or near the town.
				KCC would prefer, due to the size of any combination of HO189, HO190, HO223, MX25, MX26, MX10 or MX51 development, the education provision be managed through s106, rather than through CIL.
				KCC would recommend the establishment of an Education Review Group for the Edenbridge developments, as has become practice in other developments of this or similar size.
			SUDS	From a desk review, it is not clear where the discharge destination for any surface water generated from the development would be directed. There are no surface water sewers along Crouch House Road, though a surface water sewer is located in Pine Grove. It appears that the site topography would direct surface water naturally towards the east, towards Crouch House Road rather than to the west where the concept plan locates ponds.
				Given the underlying geology, any surface water generated by the development will need to be attenuated within the site. There do not appear to be any ordinary watercourses which would convey surface water from the site.
				KCC has major concerns as to the discharge destination from this site. A major infrastructure upgrade in sewers in the vicinity of the site may be required.
			Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains with proximity of River Terrace Gravels and for Roman remains with a roman road considered to follow the alignment of the High Street and a Roman coin located within the site. The site contains a possible post medieval to modern farm outbuilding or barn identified on the Historic Farmstead survey (HE). Potential for as yet unknown multi-period remains.
				Some potential for post medieval or earlier land and water management with historic field boundaries and water management systems.
				Heritage Statement and Archaeological Deskbased Assessment and Historic Landscape Assessment required to support any application.
				Formal programme of archaeological works required subject to details.
				Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
Westerha	ım			
	Land	10 UC	Highways and	KCC Highways Comments - Access to be improved
	J		1	J J

	between Granville Road and Farleycroft, Westerham	Transportation	Transport Assessment Access - Existing access may need widening / pedestrian facility. Score - B Capacity - No issues Score - A Sustainability -Within walking distance of town centre / buses etc. Score - A
		Education - Primary	Development sites that impact on this planning area: HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
		Heritage and Conservation	Preliminary Heritage Assessment - Some potential for prehistoric remains givens proximity of Iron Age findspot. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval
HO327	Crockham Hill House, Main Road, Crockham Hill	Highways and Transportation	KCC Highways Comments - Direct access off Main Road. Improved junction may be required Transport Assessment Access - Existing access? - no details available Score - A Capacity - No issues given low number Score - A Sustainability -Few facilities nearby other than primary school Score - B
		Education - Primary	Westerham Development sites that impact on this planning area: HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision.

			1		With sufficient funding KCC holiove that this demand could be accommodated within evicting acheals, probably by you of an expansion if deamed
					With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
				Heritage and Conservation	Preliminary Heritage Assessment - Some potential for roman remains associated with Roman road following the alignment of Main Road. Crockham Hill House is identifiable on the 1 st Ed OS map with associated formal gardens. It is not a designated heritage asset but is a building of local heritage interest.
					Heritage Statement, including a historic building assessment, needed to support any application. Some formal historic building, historic landscape and archaeological works may be required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO371	Land south of Farley Lane, Westerham	9	EC	Highways and Transportation	Documents included 02/08/18 -HO371 / HO372 / HO373 / HO374 Documents Required - Transport Technical Note received and considered.
					KCC Highways Comments - Technical Information has been provided in respect of the allocation for 600 homes and relief road to Westerham. This indicates that the provision of the relief road and the development would reduce traffic flows along the A25 through Westerham. This would reduce congestion, queues and delays and provide opportunities for the delivery of sustainable transport measures and public realm improvements.
					Transport Assessment
					Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity.
					Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A
					Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements.
				Education -	Westerham
				Primary	Development sites that impact on this planning area:
					HO371, HO372, 373 & HO 374 600 dwellings
					HO327 5 dwellings HO46 10 dwellings
					HO336 6 dwellings (est from DPH) HO342 14 dwellings
					Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision.
					With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
				Heritage and Conservation	Preliminary Heritage Assessment –Low archaeological potential for as yet unknown remains.
				Jonesia	Formal archaeological works may be required, subject to details
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.

This indicates that the provision of the relief road and the development would reduce traffic flows along the A25 through Westerham. This reduce congestion, queues and delays and provide opportunities for the delivery of sustainable transport measures and public realm improvements. Transport Assessment Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity. Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements. Education Primary Westerham Development sites that impact on this planning area: H0371, H0372, 373 & H0 374 600 dwellings H0336 10 dwellings H0336 10 dwellings H0342 11 dwellings H0342 12 dwellings (set from DPH) H0341 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					
This indicates that the provision of the relief road and the development would reduce traffic flows along the A25 through Westerham. This reduce congestion, queues and delays and provide opportunities for the delivery of sustainable transport measures and public realm improvements. Transport Assessment Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity. Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements. Education Primary **Westerham** Development sites that impact on this planning area: H0371, H0372, 373 & H0 374 600 dwellings H0336 6 dwellings H0336 10 dwellings H0341 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.	Farley Lane,	59	EC		
Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity. Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements. Westerham Development sites that impact on this planning area: H0371, H0372, 373 & H0 374 600 dwellings H0327 5 dwellings H0336 6 dwellings H0342 11 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					
Score - B Capacity - Relief road would improve capacity. Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities sustainable travel and public realm improvements. Westerham Development sites that impact on this planning area: H0371, H0372, 373 & H0 374 600 dwellings H0327 5 dwellings H0346 10 dwellings H0336 6 dwellings (set from DPH) H0342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					Transport Assessment
Capacity - Relief road would improve capacity. Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities travel and public realm improvements. Westerham Development sites that impact on this planning area: H0371, H0372, 373 & H0 374 600 dwellings H0327 5 dwellings H0346 10 dwellings H0346 6 dwellings (est from DPH) H0342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					
Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities usustainable travel and public realm improvements. Education Primary Westerham Development sites that impact on this planning area: HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					Capacity - Relief road would improve capacity.
sustainable travel and public realm improvements. Education Primary					Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements.
Primary Development sites that impact on this planning area: HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements.
Development sites that impact on this planning area: HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					Westerham
HO327 5 dwellings HO46 10 dwellings (est from DPH) HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.				1 milary	Development sites that impact on this planning area:
Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion in necessary at the time of these developments coming to fruition. SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclustrategic provision for the area within the development proposal.					HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH)
SUDS The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclu strategic provision for the area within the development proposal.					Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision.
strategic provision for the area within the development proposal.					With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
The different sites have different underlying geology and infiltration potential. It is assumed that attenuation will be a significant rec				SUDS	The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclusion of a strategic provision for the area within the development proposal.
across the sites but this may be included with the strategic provision offered for consideration.					The different sites have different underlying geology and infiltration potential. It is assumed that attenuation will be a significant requirement across the sites but this may be included with the strategic provision offered for consideration.
Assessment will be required on a strategic level given the spread of the site. Space for attenuation of surface water will need to be included the layout.					Assessment will be required on a strategic level given the spread of the site. Space for attenuation of surface water will need to be included within the layout.
Heritage and Conservation Preliminary Heritage Assessment –: Low potential for remains associated with Green Croft farm identifiable on 2 nd Ed OS map;				_	
Formal archaeological works may be required, subject to details Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.					
HO373 Land east of 166 EC Highways and Documents included 02/08/18 -HO371 / HO372 / HO373 / HO374	HO373 Land east of	166	FC:	Highways and	

	Croydon			Transportation	Documents Required - Transport Assessment
	Road, Westerham				KCC Highways Comments - Technical Information has been provided in respect of the allocation for 600 homes and relief road to Westerham. This indicates that the provision of the relief road and the development would reduce traffic flows along the A25 through Westerham. This would reduce congestion, queues and delays and provide opportunities for the delivery of sustainable transport measures and public realm improvements.
					Transport Assessment
					Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity.
					Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A
					Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements.
				Education - Primary	Westerham Development sites that impact on this planning area:
					HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings
					Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision.
					With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
				SUDS	The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclusion of a strategic provision for the area within the development proposal.
					The different sites have different underlying geology and infiltration potential. It is assumed that attenuation will be a significant requirement across the sites but this may be included with the strategic provision offered for consideration.
					Assessment will be required on a strategic level given the spread of the site. Space for attenuation of surface water will need to be included within the layout.
				Heritage and Conservation	Preliminary Heritage Assessment - potential for as yet unknown multi-period archaeological remains and for remains associated with outbuilding identifiable on 1 st Ed OS map: <i>Formal historic building and archaeological works may be required, subject to details</i>
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO374	Land south of Madan Road, Westerham	366	EC	Highways and Transportation	Documents included 02/08/18 -HO371 / HO372 / HO373 / HO374 Documents Required - Transport Assessment

	KCC Highways Comments - Technical Information has been provided in respect of the allocation for 600 homes and relief road to Westerham. This indicates that the provision of the relief road and the development would reduce traffic flows along the A25 through Westerham. This would reduce congestion, queues and delays and provide opportunities for the delivery of sustainable transport measures and public realm improvements.
	Transport Assessment
	Access - Access to the development would be gained via the relief road. Score - B Capacity - Relief road would improve capacity.
	Score - A Sustainability - Relief Road would allow opportunities for sustainable travel and public realm improvements. Score - A
	Conclusion - Access to the development would be gained via the relief road. Relief road would improve capacity and allow opportunities for sustainable travel and public realm improvements.
Education - Primary	Westerham Development sites that impact on this planning area:
	HO371, HO372, 373 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings
	Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision.
	With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition.
SUDS	The submission for the proposed development recognises the local flooding and drainage issues within the locality and offers inclusion of a strategic provision for the area within the development proposal.
	The different sites have different underlying geology and infiltration potential. It is assumed that attenuation will be a significant requirement across the sites but this may be included with the strategic provision offered for consideration.
	Assessment will be required on a strategic level given the spread of the site. Space for attenuation of surface water will need to be included within the layout.
Heritage and Conservation	Preliminary Heritage Assessment - potential for as yet unknown multi-period archaeological remains and for remains associated with the Westerham Valley Branch Railway. This local railway was opened in 1881 and closed in 1961. It is a locally important heritage asset and any remains and its alignment should preferably be preserved in situ.
	Predetermination Deskbased Assessment required and specialist historic landscape and heritage asset assessment of the Westerham Valley Branch Railway. Heritage Enhancement measures for the railway are recommended
	A programme of historic landscape and archaeological works required as well as heritage enhancement measures for the Westerham Valley Branch Railway.
	Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible

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New As	h Croon					
HO384			14	UC	Highways	Documents required - Transport Statement
	Ash Ash	Road,				KCC Highways comments - The site is accessed via Ash Road which loops around a small area of green space. The existing access could be utilised for future development, avoiding the main Ash Road. Walking distance to New Ash Green village centre, with local bus stops.
						Transport Assessment
						Access - Use of existing access Score - A
						Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
						Sustainability - The site is within the southern boundary of New Ash Green village. There is no train station. Bus stops are available on Chapel Wood Road & North Ash Road Score - B
					Education -	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
					Primary	Development sites that impact on this planning area:
						MX52 & MX53800 dwellings H051 13 dwellings H0165 31 dwellings H0378 32 dwellings H0353 10 dwellings H0384 14 dwellings MX55 42 dwellings (est based on DPH)
						Up to 942 new dwellings would generate 264 primary pupils. This equates to 1.2FE.
						There are three schools in the Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School. There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS.
						There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would require new provision, of between 1 and 1.5 FE.
						KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status quo of primary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding to provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue.
						KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these two Academy buildings is the responsibility of the Trust, not KCC.
						KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through s106, rather than through CIL.
						KCC would recommend the establishment of an Education Review Group for the MX52 & MX53 Corinthians and Banckside development, as has become practice in other developments of this or similar size.
					Heritage and	Preliminary Heritage Assessment - Potential for post medieval remains associated with settlement and smithy.

				Conservation	
					Formal archaeological works may be required subject to details
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
MX55	The Manor	TBC*	UC	Highways and	KCC Highways Comments - Transport Statement required
	Ash Road,	Employment		Transportation	Transport Assessment
	New Ash Green				Access - Existing access off North Ash Road. Improvement to bellmouth and visibility required.
					Score - B Capacity - No issues likely
					Score - A Sustainability - Good sustainably transport options available. Nearby school, health centre, local shops.
					Score – A
				Education - Primary	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
				1 milary	Development sites that impact on this planning area:
					MX52 & MX53800 dwellings
					H051 13 dwellings H0165 31 dwellings
					HO378 32 dwellings HO353 10 dwellings
					HO384 14 dwellings
					MX55 42 dwellings (est based on DPH)
					Up to 942 new dwellings would generate 264 primary pupils. This equates to 1.2FE.
					There are three schools in the Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School. There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS.
					There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would require new provision, of between 1 and 1.5 FE.
					KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status quo of primary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding to provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue.
					KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these two Academy buildings is the responsibility of the Trust, not KCC.
					KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX52 & MX53 Corinthians and Banckside development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Site contains designated heritage asset The Manor House. Potential for remains associated with post medieval to modern farm complex identifiable as North Ash on 1st Ed OS map. Main house is an early 19thcentury Grade II listed building and it

HO102 19 dwellings (est from DPH, incl in this planning area for adjacency) Up to 74 new dwellings, generating 20 pupils which could be accommodated in existing provision. Fitage and Inservation Preliminary Heritage Assessment - Potential associated with Otford Little Park, a medieval and post medieval deer park, and with the laboratory Broughton Farm. Otford contains evidence of prehistoric and later settlement and there is potential for associated archaeology to survive on sit Heritage Statement required to support any application. Formal archaeological works probably required subject to details. Scale 3- Significant archaeology could be dealt with through suitable conditions on a planning approval.
hways KCC Highways Comments - Improvements to access required. Transport Assessment Access - Existing access which could be improved. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Some local facilities available in Hartley Score - A Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
Hig

					MX52 & MX53800 dwellings H051 13 dwellings H0165 31 dwellings H0378 32 dwellings H0383 10 dwellings H0384 14 dwellings H0384 24 dwellings H0386 32 dwellings H0384 14 dwellings H0386 32 dwellings H0386 42
				Heritage and Conservation	Preliminary Heritage Assessment - Some potential for post medieval remains associated with historic farm complex of Hartley House. Some formal archaeological work may be required subject to details. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval
MX52	Land at Corinthians Sports Club, Valley Road, Fawkham/Ha rtley	570 Employment Health Education Sports	EC	Highways and Transportation	Documents included 02/08/18 -MW52 & MX53 Documents Required - Transport Assessment required KCC Highways Comments - DHA Planning Consultants. Transport route studies required on the road network leading to the Strategic road network and local rural roads. Transport Assessment Access - A development of this scale would require a Transport Assessment to inform of the access arrangements. Access should be taken from Ash Road this being more suitable than Valley Road. A development of more than 300 homes requires two accesses. Score - B Capacity - A Transport Assessment would assess the impact of the development and areas where mitigating measures are required. The scope of the TA should include route assessments on the existing highway network which would be used to access the strategic highway, Ebbsfleet,

	Bluewater. Capacity assessment	ts will be required at key junctions.
	Score - C	
	Sustainability - Connections to	Longfield and it's station could be provided for buses, cycling and walking.
	Score - B	
	from Ash Road this being more Transport Assessment would as should include route assessmen	this scale would require a Transport Assessment to inform of the access arrangements. Access should be taken suitable than Fawkham road and Valley Road. A development of more than 300 homes requires two accesses. A ssess the impact of the development and areas where mitigating measures are required. The scope of the TA on the existing highway network which would be used to access the strategic highway, Ebbsfleet, Bluewater. quired at key junctions. Connections to Longfield and its station could be provided for buses, cycling and walking.
l l l E	ation - Hartley & New Ash Green Plan	ning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
	ary	ming filed at all of constant fundamental in animal granda (constant account account account and account accounts)
	Development sites that impact of	n this planning area:
	MX52 & MX53800 dwellings	
	H051 13 dwellings	· · · · · · · · · · · · · · · · · · ·
	HO165 31 dwellings	
	HO378 32 dwellings	
	HO353 10 dwellings HO384 14 dwellings	
	MX55 42 dwellings (est	hased on DPH)
	Winted 42 dwellings (est	bused on biring
	Up to 942 new dwellings would g	generate 264 primary pupils. This equates to 1.2FE.
		Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School. ne impacted part of Sevenoaks Rural North planning area, Fawkham CE PS.
	There is a small amount of capa new provision, of between 1 and	city in these four schools, but not enough to accommodate 264 new pupils. This additional demand would require 1.5 FE.
	Academy onto a single site. The and there is no guarantee that a of primary provision and extant	ward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary e future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision ny realised funds would be diverted to support this proposal. It has to be remembered that the current status quo housing is balanced and sustainable, so any additional demand created must come with developer funding to . Nevertheless, KCC would be willing to enter discussions around this issue.
		ndition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the hat would accommodate both schools. KCC would remind SDC that the condition and maintenance of these two sibility of the Trust, not KCC.
	KCC would prefer, due to the si s106, rather than through CIL.	ize of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through
	KCC would recommend the esta become practice in other develop	ablishment of an Education Review Group for the MX52 & MX53 Corinthians and Banckside development, as has pments of this or similar size.
	ervation site of a 16th century or earlier	nent - this housing allocation site lies adjacent to the site of Pennis Farmhouse, which is considered to be on the residence, possible medieval hall house. Both Pennis Farmhouse and the later Pennis House are designated are are also some Grade II listed gate and railings. This is clearly a multi-period high status residence with oric landscape.
	There is also potential for signific House complex.	cant remains associated with prehistoric activity, including burial remains, in view of ring ditch just south of Pennis

	1	T		1	
					There are significant heritage assets to consider and there may be constraints on developing parts of this site. Equally there may be heritage opportunities providing benefits to a suitable development scheme. Pre-allocation Historic Building Assessment, Historic Landscape Assessment and Archaeological Deskbased Assessment required in view of potential for sensitive prehistoric remains and with regard to the designated heritage assets of Pennis Farmhouse and Pennis House. Pre-determination archaeological deskbased Assessment, historic landscape assessment and assessment of setting of Pennis House and Pennis Farmhouse
					Formal programme of heritage works required and should include heritage enhancement measures.
					Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
MX53	Land	230	EC	Highways and	Documents included 02/08/18 -MW52 & MX53
	between	Infrastructure		Transportation	Documents Required - Transport Assessment required
	Parkfield and Fawkham Road, Fawkham/Ha	Country park			KCC Highways Comments - DHA Planning Consultants. Transport route studies required on the road network leading to the Strategic road network and local rural roads.
	rtley				Transport Assessment
					Access - A development of this scale would require a Transport Assessment to inform of the access arrangements. Access should be taken from Ash Road this being more suitable than Fawkham Road. A development of up to 300 homes could be accessed from a single point of access with an additional emergency access provided and a looped arrangement in the development. Score - B
					Capacity - A Transport Assessment would assess the impact of the development and areas where mitigating measures are required. The sope of the TA should include route assessments on the existing highway network which would be used to access the strategic highway, Ebbsfleet, Bluewater. Capacity assessments will be required at key junctions. Score - C
					Sustainability - Connections to Longfield and its station could be provided for buses, cycling and walking. Score - B
					Conclusion - A development of this scale would require a Transport Assessment to inform of the access arrangements. Access should be taken from Ash Road this being more suitable than Fawkham road and Valley Road. A development of more than 300 homes requires two accesses. A Transport Assessment would assess the impact of the development and areas where mitigating measures are required. The scope of the TA should include route assessments on the existing highway network which would be used to access the strategic highway, Ebbsfleet, Bluewater. Capacity assessments will be required at key junctions. Connections to Longfield and its station could be provided for buses, cycling and walking.
				Education -	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
				Primary	Development sites that impact on this planning area:
					MX52 & MX53800 dwellings H051

MX55 42 dwellings (est based on DPH) Up to 942 new dwellings would generate 264 primary pupils. This equates to 1.2FE. There are three schools in the Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS. There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would requinew provision, of between 1 and 1.5 FE. KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status quitary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue. KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to it proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these to Academy buildings is the responsibility of the Trust, not KCC. KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through STM and the proposal housing site also is adjacent to the sleep of the MX52 & MX53 Corinthians and Banckside development, as he become practice in other developments of this or similar size. Heritage Heritage Are dwell prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, as he become practice in other developments of this or similar size.
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There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS. There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would requine w provision, of between 1 and 1.5 FE. KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Prima Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decisic and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status question of primary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue. KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these to Academy buildings is the responsibility of the Trust, not KCC. KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through the stream of the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through the stream of the developments of this or similar size. Heritage and Conservation Conservation Tereliminary Heritage Assessment — This site is adjacent to the designated heritage asset of St Marys Church, a Grade I listed heritage asset of St Mary's Church is considered to date from 11th century with several phases of rebuild. The proposed housing site also is adjacent to the site of medieval manor of Fawtham Castle. The castle and church would have been a focus for medieval settle
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Become practice in other developments of this or similar size. Heritage and Conservation Preliminary Heritage Assessment – This site is adjacent to the designated heritage asset of St Marys Church, a Grade I listed heritage asset of St Mary's
Conservation St Mary's Church is considered to date from 11th century with several phases of rebuild. The proposed housing site also is adjacent to the site of medieval manor of Fawkham Castle. The castle and church would have been a focus for medieval settlement and trade and there may be extensive remains in the surrounding area. There is high potential for remains associated with the castle and with the medieval settlement activito survive within the proposed housing site. There is also potential for prehistoric remains due to proximity valley system to west. Iron Ag
remains have been located towards the southern end of the site and further prehistoric remains may survive on site.
Impact on St Mary's Curch, Fawkham Castle and any associated medieval remains and their setting and associated historic landscape is a maj factor to consider for MX53. Remains associated with the medieval settlement may be of significance and be a constraint on development Impact on the setting of St Mary's Church and the site of the castle would need to inform any design for new development nearby if the schem progressed.
Pre-allocation heritage assessment needed in view of possible heritage constraints to developing part of the site.
Predetermination heritage assessment required, including Archaeological Deskbased Assessment, Historic Landscape Assessment and Assessment of Setting of Church and castle complex.
Results of early heritage assessments should be used to inform any design and layout to ensure there is no detrimental impact on the heritage assets identified, especially St Mary's Church and Fawkham Castle
Formal programme of heritage works required and should include heritage enhancement measures.
Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
Country Parks & KCC recommends that the site promoter would need to demonstrate a need, the habitat and landscape benefits and the management and sustainability of a new park. KCC is currently not seeking new sites for ownership and recommends that a new park could be partly managed
Partnerships through a local partnership which would need to be funded, or self-funding.

Other se	ettlements				
				Education – Secondary	If the three schools described for Sevenoaks, Swanley, Hextable & Hartley and Edenbridge were to be created, then they would likely be sufficient to accommodate any additional secondary demand. However, this is dependent on the forecasts showing manageable numbers of demand over the next five to fifteen years from stock housing and from newly built housing, outside the proposals described in the draft Local Plan.
HO150	Chelsfield Depot, Shacklands Road, Badgers Mount	194	BF	Highways and Transportation	CC Highways Comments - Transport Assessment required. Secondary / emergency access will need to be provided. Site is close to A224 Orpington Bypass to provide access to the strategic highway network. Transport Assessment Access - Use of existing access on Shacklands Road. Secondary / emergency access will be required. Score - A Capacity - No significant capacity issues expected however a Transport Assessment would be required. Score - A Sustainability - The site is not within the confines of a defined settlement boundary. Pedestrian and cycle links to provide access to Badger Mount and Knockholt train station. Score - B
				Heritage and Conservation	Preliminary Heritage Assessment - Former site of WWII Ammunitions Store. Site has been cleared but any remnants of the WWII activity would be of historic interest Heritage Statement required to support any application, including assessment of impact on setting and character of Terrys Lodge Formal programme of archaeological works required, subject to details Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval
HO328	Land west of the roundabout, London Road, Badgers Mount	21	BF	Highways	KCC Highways Comments - Existing access onto London Road. Transport Assessment Access - Existing access onto London Road approximately 40 metres from the roundabout. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Existing footpath, cycleway and bus stops along London Road. Site is located to the south of the settlement of Badgers Mount. Score - B
				Education - Primary	Development sites that impact on this planning area: MX41 800 dwellings MX24 300 dwellings HO328 21 dwellings HO368 66 dwellings HO138 13 dwellings HO307 50 dwellings HO49 27 dwellings Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision.

					The two significant developments in this area are the Broke Hill development north of Halstead, and the Fort Halstead development which lies south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel. As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue. KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC.
				Heritage and Conservation	Preliminary Heritage Assessment - Some potential for remains associated with Colegate, a 16 th century establishment with house and formal grounds. House is identifiable on 1 st Ed OS map and was associated with Colgate family. Some formal archaeological work may be required subject to details. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO368	Calcutta Club and Polhill Business Centre, London Road, Badgers Mount	66	BF		Documents required - Transport Statement KCC Highways comments - Existing access from London Road can be utilised. Secondary / emergency access will be required. Transport Assessment Access - Use of existing access. Good visibility. Secondary / emergency access will be required. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Site is not within a defined settlement boundary. Pedestrian footpaths along London Road to provide access to Badgers Mount and Knockholt railway station. Score - C
				Education - Primary	Sevenoaks Northern Villages Development sites that impact on this planning area: MX41 800 dwellings MX24 300 dwellings HO328 21 dwellings HO368 66 dwellings HO318 13 dwellings HO307 50 dwellings HO49 27 dwellings HO49 27 dwellings Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision. The two significant developments in this area are the Broke Hill development north of Halstead, and the Fort Halstead development which lies south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel. As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School,

					leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue.
					KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for multi-period remains associated with use of ancient trackway, Pilgrims Way, running to the south east of site. There are buildings identifiable on the 3 rd Ed OS map forming a complex called The Retreat. This seem to include greenhouses. Some of these buildings no longer survive above ground but remains may survive below ground.
					A Heritage Statement would be required to support any application.
					Formal historic building and archaeological works may be required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO109	Highways	8	BF	Highways	KCC Highways Comments - Site bound to the south by railway line, cricket ground to the west, and residential to the east.
	Depot, Tonbridge Road,				Transport Assessment
	Chiddingston				Access - Use of existing access from B2027 Tonbridge Road. Score - A
	e Causeway				Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score – A Sustainability - Footpaths available on opposite side of Tonbridge Road to access point. Within close proximity to Penshurst railway station. Score – A
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for archaeology associated with post medieval settlement and agricultural activity close to Penshurst Station. Adjacent cottages identifiable on 1 st OS map.
					Formal archaeological works may be required subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO97	Middle Farm Nursery,	TBC*	BF	Highways	KCC Highways Comments - Existing access from Cray Road. Visibility may be an issue due to hedges and trees.
	Cray Road, Crockenhill				Transport Assessment
	Crockeriiiii				Access - Use of existing access. Some improvements to visibility required. Score - B
					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Close proximity to Crockehill village centre and local services. Score - B
				Education -	Swanley Planning Area
				Primary	Development sites that impact on this planning area:
					HO1069 dwellings

				1	
					HO212 19 dwellings HO224 124 dwellings HO25 127 dwellings HO58 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO19725 dwellings HO19822 dwellings HO2027 dwellings HO2226 dwellings HO2226 dwellings HO27424 dwellings HO35712 dwellings (est from DPH) HO35712 dwellings (est from DPH) HO4 71 dwellings
					MX32 5 dwellings MX54a/b450 / 750 dwellings MX56 80 dwellings MX9 16 dwellings HO12447 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school. There is currently some capacity in three of the primary schools in Swapley & Heytable. However, forecasts indicate that this capacity will be
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Low potential for prehistoric and later archaeology.
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO124	Wested Farm, Eynsford Road, Crockenhill	TBC*	BF	Highways	KCC Highways Comments - Use of existing access but concerns regarding sustainability due to remote location. Transport Assessment Access - Use of existing access to Wested Farm Score - A
					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Not within a defined settlement. No pedestrian links on Eynesford Road Score - C

	Education -	Swanley Planning Area
	Primary	
		Development sites that impact on this planning area:
		HO1069 dwellings
		HO21219 dwellings
		HO224124 dwellings
		HO225127 dwellings
		HO58 16 dwellings
		HO73 15 dwellings (est from DPH)
		HO10 12 dwellings (est from DPH) HO19725 dwellings
		HO19822 dwellings
		HO2027 dwellings
		HO22226 dwellings
		HO27424 dwellings
		HO29813 dwellings (est from DPH)
		HO35712 dwellings (est from DPH)
		HO4 71 dwellings
		MX32 5 dwellings
		MX54a/b450 / 750 dwellings MX56 80 dwellings
		MX9 16 dwellings
		HO12447 dwellings (est from DPH)
		HO97 30 dwellings (est from DPH)
		Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
		There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
		Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
		KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
		KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
		KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
		The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
	Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains associated with possible ring ditch to the west. Wested is a historic farm complex considered to date from at least 17 th century and may be of earlier origins. Many of the buildings are identifiable on the 1 st Ed OS map and the barn is a Grade II listed building.
		Designated heritage asset and the locally highlighted buildings are not within site itself but there may be an impact on their setting and character.
		Heritage Statement required to support any application. Formal programme of archaeological works required, subject to details.
		Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval

HO315	Gorse Hill	55	BF		Documents required - Transport Statement
	Nursery, Gorse Hill,				KCC Highways Comments - Some vehicle parking on the southern part of the access strip to the nursery
	Farningham				Transport Assessment
					Access - Existing access could be utilised via a dedicted a service road from Gorse Hill.
					Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A Sustainability - Site is located approximately 1 mile north of the local centre of West Kingsdown. Local bus stops on Gorse Hill / London Road.
					Score – B
				Education -	Sevenoaks Rural North Planning Area
				Primary	Development sites that impact on this planning area:
					MX48 2500 dwellings HO315 55 dwellings HO326 35 dwellings HO127 9 dwellings HO346 42 dwellings HO354 4 dwellings (est from DPH) HO129 18 dwellings (est from DPH) HO272 16 dwellings HO35 25 dwellings HO36 10 dwellings HO77 41 dwellings HO78 10 dwellings HO78 10 dwellings Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision. The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers
					Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining developments.
					KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for multi-period archaeology due to number of cropmarks nearby, including enclosures and possible ring ditches to south. Prehistoric, Roman and Medieval findspots identified in neighbouring fields.
					Heritage Statement needed to support any application. Some formal archaeological work may be required, subject to details
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO326	Maplescomb e Farm, Maplescomb	35	BF		KCC Highways Comments - Maplescomle Lane is a narrow lane. The road widens immediately opposite the site, which appears to be utilised for informal parking.

	e Lane,				Transport Assessment
	Farningham				
					Access - Existing access to be utilised.
					Score - A
					Capacity - Maplecombe Lane is a narrow country lane with limited capacity to accommodate a large number of additional dwellings and associated vehicles.
					Score - B
					Sustainability - The site is not located within a settlement. Concerns regarding accessibility for pedestrians, cyclists and other modes of
					sustainable transport.
					Score – C
				Education	Occupants Broad Month Blooming Area
				Education - Primary	Sevenoaks Rural North Planning Area
ĺ				1 minary	Development sites that impact on this planning area:
					MX48 2500 dwellings
					HO315 55 dwellings
					HO326 35 dwellings HO127 9 dwellings
					HO346 42 dwellings
					HO354 4 dwellings (est from DPH)
					HO129 18 dwellings (est from DPH)
					HO272 16 dwellings
					HO35 25 dwellings HO77 41 dwellings
					HO78 10 dwellings
					no di
					Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision.
					The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining developments.
					KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric remains due to location with a valley system. Maplescombe is an 18 th century farm complex and includes a Grade II listed farm house. Associated farm outbuildings may extend into the application site.
					Some formal archaeological work may be required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval
HO51	Eureka Naturist Club,	13	BF		KCC Highways comments - No particular concerns subject to level of development proposed. Access would need to be improved.
	Manor Lane,				Transport Assessment
	Fawkham				Access - Existing access could be utilised but would need to be improved, Manor Lane is a narrow country lane. Score - B

					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Remote location. Score - C
				Education - Primary	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency) Development sites that impact on this planning area:
					MX52 & MX53800 dwellings H051
					Up to 942 new dwellings would generate 264 primary pupils. This equates to 1.2FE.
					There are three schools in the Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School. There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS.
					There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would require new provision, of between 1 and 1.5 FE.
					KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status quo of primary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding to provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue.
					KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these two Academy buildings is the responsibility of the Trust, not KCC.
					KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX52 & MX53 Corinthians and Banckside development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO165	Fawkham Business	31	BF		KCC Highways Comments - No particular concerns subject to level of development proposed.
	Park, Fawkham Road,				Transport Assessment Access - Existing access could be utilized from Fawkham Poad
	Fawkham				Access - Existing access could be utilised from Fawkham Road Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Site is located to the western edge of Longfield settlement boundary.

				Score – A
			Education - Primary	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency) Development sites that impact on this planning area: MX52 & MX53800 dwellings H051
			Heritage and Conservation	Preliminary Heritage Assessment - Potential for Roman archaeology associated with features found on site itself. There is some potential for prehistoric as well based on the proximity of a cropmark enclosure possibly of prehistoric date. **Heritage Statement required to support any application, Formal programme of prehistoric date, works required, subject to date its.
				Heritage Statement required to support any application. Formal programme of archaeological works required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO378	Grange Park 32 Farm, Manor Lane, Fawkham	BF	Highways	KCC Highways Comments - Access to be improved, potential visibility issues. Transport Assessment Access - Existing access from Manor Lane at North Lodge. Visibility may be an issue due to curve of road and established hedges and trees. Vehicles entering and exiting the access southwards may be problematic due to the sharp alignment of the road to the access. Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A

			1		Sustainability - Remote location.
					Score – C
				Education -	Hartley & New Ash Green Planning Area & Part of Sevenoaks Rural North Planning Area (Considered together because of adjacency)
				Primary	Development sites that impact on this planning area:
					Development sites that impact on this planning area:
					MX52 & MX53800 dwellings
					H051 13 dwellings
					HO165 31 dwellings
					HO378 32 dwellings HO353 10 dwellings
					HO384 14 dwellings
					MX55 42 dwellings (est based on DPH)
					Up to 942 new dwellings would generate 264 primary pupils. This equates to 1.2FE.
					There are three schools in the Hartley & New Ash Green planning area. Hartley Academy, Our Lady's and New Ash Green Primary School.
					There is one primary school in the impacted part of Sevenoaks Rural North planning area, Fawkham CE PS.
					There is a small amount of capacity in these four schools, but not enough to accommodate 264 new pupils. This additional demand would require new provision, of between 1 and 1.5 FE.
					KCC notes the proposal put forward by the Leigh Academies Trust that describes a plan to relocate Milestone Academy and Hartley Primary Academy onto a single site. The future use or disposal of any KCC freehold land that is released after a relocation, would remain a KCC decision and there is no guarantee that any realised funds would be diverted to support this proposal. It has to be remembered that the current status quo
					of primary provision and extant housing is balanced and sustainable, so any additional demand created must come with developer funding to provide additional school places. Nevertheless, KCC would be willing to enter discussions around this issue.
					KCC notes that the building condition of Hartley Primary Academy and Milestone Academy are being mentioned as supporting factors to the proposal to build a new facility that would accommodate both schools. KCC would remind SDC that the condition and maintenance of these two Academy buildings is the responsibility of the Trust, not KCC.
					KCC would prefer, due to the size of the MX52 & MX53 Corinthians and Banckside development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX52 & MX53 Corinthians and Banckside development, as has become practice in other developments of this or similar size.
				Heritage and	Preliminary Heritage Assessment - Low potential for as yet unknown archaeology.
				Conservation	Programme of formal archaeological works may be required subject to details
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO49	Highfield Farm and	27	BF	Highways	KCC Highways Comments - No particular concerns subject to level of development proposed. Rural location.
	Knocka Villa, Crow Drive,				<u>Transport Assessment</u>
	Halstead				Access - Existing access onto Crow Drive. Good visibility. Score - A
					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A
					Sustainability - Bus stops available on PollHill. Fairly remote location from defined settlements.

					Score – C
				Education - Primary	Sevenoaks Northern Villages Development sites that impact on this planning area: MX41 800 dwellings MX24 300 dwellings HO328 21 dwellings HO388 66 dwellings HO389 13 dwellings HO380 50 dwellings HO49 27 dwellings HO49 27 dwellings HO49 27 dwellings HO49 27 dwellings HO59 Willings HO59 Willings HO59 Willings Would generate 358 primary pupils. This equates to 1.7FE of primary provision. The two significant developments in this area are the Broke Hill development north of Halstead, and the Fort Halstead development which lies south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel. As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue. KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these
				Heritage and Conservation	will continue in the form of more formal ERG meetings, to include SDC. Preliminary Heritage Assessment - Low archaeological potential for remains associated with the use of an ancient routeway following alignment of Crow Drive. Roman coin PAS find to west may suggest Roman activity. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO138	Deer Leap Stud Farm, Knockholt Road, Halstead	13	BF		KCC Highways Comments - No particular concerns subject to level of development proposed. Transport Assessment Access - Existing access onto Knockholt Road. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Site is located to the south western boundary of Halstead. Some bus stops located within close proximity of the site on Knockholt Road Score - A
				Education - Primary	Sevenoaks Northern Villages Development sites that impact on this planning area: MX41 800 dwellings MX24 300 dwellings

			1	T	110000
					HO328 21 dwellings HO368 66 dwellings HO138 13 dwellings HO307 50 dwellings HO49 27 dwellings
					Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision.
					The two significant developments in this area are the Broke Hill development north of Halstead, and the Fort Halstead development which lies south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel.
					As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue.
					KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology
HO307	Oak Tree	50	BF	Highways	Documents required - Transport Statement
	Farm, London				KCC Highways comments - Access improvements required. Rural location.
	Road,				RCC riighways comments - Access improvements required. Rural location.
	Halstead				Transport Assessment
					Access - Existing access onto A224 London Road. Access route is appears less than 4 metres in width. There should be sufficient space for 2 cars to pass each other at least every 40m. These spaces should be intervisible.
					Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A
					Sustainability - Remote location. Score - C
				Education -	Sevenoaks Northern Villages
				Primary	
					Development sites that impact on this planning area:
					MX41 800 dwellings MX24 300 dwellings
					HO328 21 dwellings
					HO368 66 dwellings HO138 13 dwellings
					HO307 50 dwellings
					HO49 27 dwellings
					Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision.
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				south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel.
				As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue.
				KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL.
				KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC.
			Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains of post medieval or earlier date associated with land boundaries identifiable on 1 st Ed OS map. Oak Tree Farm outbuildings identified in Farmstead Survey (HE)
				Some formal archaeological work may be required, subject to details
				Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
Fort Halstead,	addition to 450		Highways and Transportation	KCC Highways Comments - Current pre-application and extant permission. Transport Assessment required. Restriction on employment uses e.g. no B8
Halstead	planning permission) Employment			Transport Assessment
				Access - Extant permission provides access via Crow Drive to A224 Pollhill. Proposed roundabout needing re-assessment. Secondary access (via Star Hill?) required.
				Score - B Capacity - Pollhill junction to be assessed together with restricted traffic to Star Hill Road - junction assessment. Other junctions on A224 require assessment
				Score - B Sustainability - Poor sustainable transport location. Additional bus services to Knockholt Station and primary schools required. Enhanced bus services required to Sevenoaks / Orpington. Improvement to cycle routes to station / villages. Score - B
			Education -	Sevenoaks Northern Villages
			Primary	Development sites that impact on this planning area:
				MX41 800 dwellings
				MX24 300 dwellings HO328 21 dwellings
				HO368 66 dwellings
				HO138 13 dwellings HO307 50 dwellings
				HO49 27 dwellings
				Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision.
	Halstead, Crow Drive,	Halstead, addition to 450 granted planning permission)	Halstead, addition to 450 granted planning permission)	Fort Halstead, Crow Drive, Halstead Planning permission) Employment Conservation Conservation Conservation Conservation Conservation Figure 4 Figure 4 Transportation Transportation

				Heritage and Conservation	As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue. KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC. Preliminary Heritage Assessment - Site contains scheduled monument of Fort Halstead and several designated historic buildings. Site particularly sensitive and important for its military heritage. Detailed heritage assessments have been recommended and some preliminary historic buildings assessments completed. Historic landscape and archaeological assessments outstanding. Formal archaeological, historic landscape and historic buildings works required. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
MX41	Land at Broke Hill Golf Course, Sevenoaks Road, Halstead	800 Employment Retail Community Leisure Open space	EC	Highways and Transportation	Documents included 02/08/18 -MX41 http://simplesend.it/d/f732/ca01e18487e919f607b146f3cf0b277a7c69e5148 Documents Required - Transport Assessment received 08/08/18 KCC Highways Comments - Transport Assessment has been scoped with KCC and has been received and considered. Transport Assessment Access - Two accesses onto London Road and this accords with Kent Design. Emergency / cycling / walking access can be provided to connect rural roads. Score - B Capacity - A capacity assessment has been completed. Additional information is required to address outstanding concerns relating to the traffic impact alonf Wheatsheaf Hill and at the Hewitts roundabout. Score - B Sustainability - The site is close to the Knockholt station and a development of this scale would be expected to deliver public transport improvements and walking and cycling opportunities. Score - B Conclusion - Two accesses onto London Road and this accords with Kent Design. Emergency/cycling Walking access can be provided to connect rural roads. A capacity assessment has been completed. Additional information is required to address outstanding concerns relating to the traffic impact along Wheatsheaf Hill and at the Hewitts roundabout. The site is close to the Knockholt station and a development of this scale would be expected to deliver public transport improvements and walking and cycling opportunities.
				Education - Primary	Sevenoaks Northern Villages Development sites that impact on this planning area: MX41 800 dwellings MX24 300 dwellings HO328 21 dwellings HO368 66 dwellings HO138 13 dwellings

				HO307 50 dwellings
				HO49 27 dwellings
				Up to 1277 new dwellings would generate 358 primary pupils. This equates to 1.7FE of primary provision.
				The two significant developments in this area are the Broke Hill development north of Halstead, and the Fort Halstead development which lies south of Halstead. The issue for KCC is that the small primary school in Halstead cannot really be expanded on its current site. To move the school to Broke Hill means that the residents in Fort Halstead would have much further to travel.
				As has been mentioned above, KCC believe that the developments in Dunton Green will fill an expanded 2FE Dunton Green Primary School, leaving no capacity for residents from the Sevenoaks Northern Villages planning area. KCC request dialogue with SDC planners over resolution of this issue.
				KCC would prefer, due to the size of the MX41 Broke Hill development, the education provision be managed through section 106, rather than through CIL.
				KCC would recommend the establishment of an Education Review Group for the MX41 Broke Hill development, as has become practice in other developments of this or similar size. KCC has already had several very helpful meetings with the Broke Hill developers and it is hoped that these will continue in the form of more formal ERG meetings, to include SDC.
			Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains associated with <i>Broke Farm</i> , a post medieval or earlier farm complex. The 1 st Ed OS map indicates a substantial complex including main house, outbuildings, driveways, formal gardens, parkland and orchards. There are also two small holdings identifiable on 1 st Ed OS map, including <i>Cadlocks</i> , which may be associated with <i>Broke Farm</i>
				Deskbased Archaeological Assessment, Historic Landscape Assessment and Archaeological Impact Assessment required to support any application.
				Formal programme of archaeological works will be required subject to details Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO73	The Parish TBC*	UC	Highways	KCC Highways Comments - Vehicle access through College Road . Crawfords. Pedestrian access via Crowfords
	Complex, College			Transport Assessment
	Road, Hextable			Access - Existing access that would need improvement Score - B
				Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
				Score - B
				Sustainability - Walking distance to facilities and local buses Score - A
			Education -	Swanley Planning Area
			Primary	Development sites that impact on this planning area.
				Development sites that impact on this planning area:
				HO106 9 dwellings
				HO212 19 dwellings
				HO224 124 dwellings HO225 127 dwellings
				HO58 16 dwellings
				HO73 15 dwellings (est from DPH)
				HO10 12 dwellings (est from DPH)
				HO197 25 dwellings HO198 22 dwellings
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					HO202 7 dwellings HO222 26 dwellings HO274 24 dwellings (est from DPH) HO395 13 dwellings (est from DPH) HO396 17 dwellings (est from DPH) HO397 12 dwellings (est from DPH) HO4 77 dwellings MX32 5 dwellings MX54 b450 750 dwellings MX56 80 dwellings MX9 16 dwellings HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH) HO97 30 dwellings (est from DPH) Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school. There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision. Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area. KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size. KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
				Heritage and Conservation	The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold. Preliminary Heritage Assessment - May contain designated heritage asset of Gate and gate piers, wall and railings to Hextable House, 18 th century: Grade II.
					Potential for sensitive and important heritage associated with Swanley Horticultural College which developed around Hextable House of late 19 th century date. Locally important gardens are situated adjacent to western boundary but 1st Ed OS map indicates presence of original house buildings on site with later OS maps showing later development as a college.
					Pre-allocation heritage assessment recommended Pre-determination Heritage Statement/Deskbased Archaeological, Historic Building and Historic Landscape Assessment required. Pre-determination Statement of Significance on listed gate and wall required to inform decisions regarding potential impact of scheme on designated gate, gate piers, railings and wall. Designated heritage asset should not be detrimentally affected. Formal programme of historic building, archaeological and heritage interpretation works required. Method statement on preservation and protection of designated heritage asset.
					Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
HO224	Former Furness	124	UC	Highways	Documents required - Transport Assessment
	School, Rowhill				KCC Highways Comments - Secondary / emergency access required.
	Road, Hextable				Transport Assessment
					Access - Secondary access required. Primary access off Dartford Road (B258) preferred, secondary / emergency access off Row Hill Road.

	Score - B Capacity - Transport Assessment required to assess the impact on the wider network.
	Score - A Sustainability - Within close proximity to local facilities and bus stops. Score - A
Education	- Swanley Planning Area
Education Primary	Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO38 16 dwellings (set from DPH) HO10 12 dwellings (set from DPH) HO10 12 dwellings (set from DPH) HO10 12 dwellings HO188 22 dwellings HO229 7 dwellings HO229 17 dwellings HO229 18 dwellings HO229 18 dwellings HO220 19 dwellings HO220 10 dwellings HO221 26 dwellings HO222 18 dwellings HO236 13 dwellings HO240 13 dwellings (set from DPH) HO357 12 dwellings HO250 13 dwellings HO250 19 dwellings MX540450 750 dwellings MX540450 750 dwellings MX56 80 dwellings HO124 47 dwellings HO124 47 dwellings (set from DPH) HO37 30 dwellings (set from DPH) HO37 30 dwellings (set from DPH) HO37 30 dwellings (set from DPH) Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school. There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision. Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area. KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CLL. KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size. KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
Heritage	and Preliminary Heritage Assessment - Potential for heritage related to the original use of this land as a "home for orphans" identifiable on the 2 nd
Conservation	
	Predetermination heritage statement required focussing on historic built environment and archaeology. Formal historic building, historic

					landscape and archaeological works required, subject to details.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO58	Land west of College Cottages, College Road, Hextable	16	BF	Highways	KCC Highways Comments - New access to be provided through adjacent site HO73 from College Road or Crawfords. Transport Assessment Access - New access required through adjacent site. Footway connection required. Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Footway connection required along College Road Score - B
				Education - Primary	Swanley Planning Area
					Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO58 16 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO110 22 dwellings HO229 7 dwellings HO210 7 dwellings HO220 17 dwellings HO210 17 dwellings HO210 18 18 dwellings HO210 18 18 dwellings HO210 18 18 dwellings HO210 18 18 dwellings HO221 19 dwellings HO222 18 dwellings HO223 19 dwellings HO224 19 dwellings HO225 10 dwellings HO236 10 dwellings HO236 10 dwellings HO236 10 dwellings HO240 19 dwellings HO257 10 dwellings HO258 10 dwellings HO258 10 dwellings HO259 10 dwellings HO259 10 dwellings HO259 10 dwellings HO250 10 dwellings H

					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for heritage associated with Swanley Horticultural College which developed around Hextable House of late 19 th century date. Locally important gardens are situated adjacent to southern boundary but 2 nd Ed OS map indicates presence of greenhouses on site as well as 1 and 2 College Cottages. Pre-allocation heritage assessment recommended Predetermination Heritage Statement/Deskbased Archaeological, Historic Building and Historic Landscape Assessment required to support any application. Formal programme of historic building, archaeological and heritage interpretation works required. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
HO106	College Road Nurseries, College Road, Hextable	9	BF	Highways	KCC Highways Comments - Will require new access onto College Road. Potential visibility issues at access. Concerns regarding accessibility for pedestrians, cyclists and other modes of sustainable transport. Transport Assessment Access - New access will be required onto College Road. Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - B Sustainability score - B
				Education - Primary	Development sites that impact on this planning area: HO106 9 dwellings

There is currently come appeally in three of the primary schools in Susanley & Heatable. However, recrease inclidate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision. Downsview has been menioned by the developer as the school that could be capacity. The focalism of much of the new housing would suggest that Downsview has been menioned by the developer as the school that could be capacity. The focalism of much of the new housing would suggest that Downsview has the test option. However, the demand registry between the primary accounts of the state of the MXS4 Beachenies development, this is not developer and SCA count options for the Sweldy Phaning Ares. KCC would prefer due to the size of the MXS4 Beachenies development, as has become practice in other developments of this or similar size. KCC has no plans to move or relocate Brownhill Bank North Special School from Rowfull Road, Hoxabide. KCC retains the freshold. Haritage and Conservation Haritage and Conservation Heritage Assessment - Potential for heritage associated with Swanley Horioturial College which developed around Hexabide because of the unoccupied Class Hexabide school size is not yet determined. KCC retains the freshold. Predictermination Horitage Statement-Potential for heritage associated with Swanley Horioturial College which developed around Hexabide because of the unoccupied Classification associated Accordingles Hexabide Swanley Horioturial College which developed around Hexabide Prediction Formal programme of historic building, anchocological Hexabide Accordingles Hexabide Swanley and Hexabide Landscape Association works required. Scale 2 - Pre-determination Horitage Statement-Potential Development of the size is possible. KCC Highways Comments - New access is required of Egition Avenue. Scale 2 - Pre-determination Horitage Swanley and Accordingly Accordingly Accordingly and Hexabide College of the According According Accordingly and		1			T	
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Predetermination Heritage Statement/Deskbased Archaeological, Historic Building and Historic Landscape Assessment required to support any application. Formal programme of historic building, archaeological and heritage interpretation works required. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible. KCC Highways Comments - New access is required off Egerton Avenue Transport Assessment Access - New access required off Egerton Avenue Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within walking distance of local facilities and local buses Score - A Development sites that impact on this planning area: H0106 9 dwellings H0212 19 dwellings H0212 19 dwellings H0225 127 dwellings H038 16 dwellings H038 16 dwellings H039 22 dwellings H0197 25 dwellings H0198 12 dwellings						House of late 19th century date. Locally important gardens are situated adjacent to western boundary but 2nd Ed OS map indicates presence of
HO212 Egerton Avenue, Hextable Beducation Formal programme of historic building, archaeological and heritage interpretation works required. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible. KCC Highways Comments - New access is required off Egerton Avenue Transport Assessment Access - New access required off Egerton Avenue Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within walking distance of local facilities and local buses Score - A Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO212 19 dwellings HO225 127 dwellings HO325 15 dwellings HO33 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings HO198 22 dwellings HO198 22 dwellings HO198 12 dwellings HO202 7 dwellings						Pre-allocation heritage assessment recommended
HO212 Egerton Nursery, Egerton Avenue, Hextable Reserved Hextable Hextable Reserved Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hext						
HO212 Egerton Nursery, Egerton Avenue, Hextable Reserved Hextable Hextable Reserved Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hextable Hextable Hextable Reserved Hextable Hext						Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible
Egerton Avenue, Hextable Access - New access required off Egerton Avenue Score - B	HO212		19	BF	Highways	
Access - New access required off Egerton Avenue Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within walking distance of local facilities and local buses Score - A Education Primary - Swanley Planning Area Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO214 124 dwellings HO225 127 dwellings HO38 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings HO198 22 dwellings HO198 22 dwellings HO198 7 dwellings HO202 7 dwellings		Egerton				Transport Assessment
Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within walking distance of local facilities and local buses Score - A Education - Primary Swanley Planning Area Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO225 127 dwellings HO58 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 25 dwellings HO197 25 dwellings HO198 22 dwellings HO202 7 dwellings						
Score - A Sustainability - Within walking distance of local facilities and local buses Score - A Education Primary - Swanley Planning Area Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO25 127 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings HO108 22 dwellings HO198 22 dwellings HO202 7 dwellings						
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Development sites that impact on this planning area: HO106 9 dwellings HO212 19 dwellings HO224 124 dwellings HO225 127 dwellings HO58 16 dwellings HO73 15 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO10 12 dwellings (est from DPH) HO197 25 dwellings HO198 22 dwellings HO202 7 dwellings						Swanley Planning Area
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HO198 22 dwellings HO202 7 dwellings						HO10 12 dwellings (est from DPH)
HO202 7 dwellings						

					HO274 24 dwellings HO288 13 dwellings (est from DPH) HO357 12 dwellings (est from DPH) HO357 12 dwellings MX32 5 dwellings MX54 5 50 dwellings MX56 80 dwellings MX56 80 dwellings MX9 16 dwellings HO124 47 dwellings (est from DPH) HO97 30 dwellings (est from DPH) HO97 30 dwellings (est from DPH) Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school. There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision. Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area. KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size. KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for prehistoric archaeology due to presence of River Terrace Gravels, which have potential to contain flint artefacts. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO225	Oasis Academy, Egerton Avenue, Hextable	127	BF	Highways	CC Highways Comments - Transport Assessment required, capacity of surrounding roads and junctions would need to be assessed as part of TA. Transport Assessment Transport Assessment
					Access - Existing access on Egernton Avenue. May need some improvement. Score - A Capacity - Capacity of nearby junctions needs to be assessed as part of TA. Score - B Sustainability - Within walking distance of local facilities and local buses Score - A
				Education - Primary	Swanley Planning Area Development sites that impact on this planning area:
					HO106 9 dwellings

					HO212 19 dwellings
					HO224 124 dwellings
					HO225 127 dwellings
					HO58 16 dwellings
					HO73 15 dwellings (est from DPH)
					HO10 12 dwellings (est from DPH)
					HO197 25 dwellings
					HO198 22 dwellings
					HO202 7 dwellings
					HO222 26 dwellings
					HO274 24 dwellings
					HO298 13 dwellings (est from DPH)
					HO357 12 dwellings (est from DPH)
					HO4 71 dwellings
					MX32 5 dwellings
					MX54a/b450 750 dwellings
					MX56 80 dwellings
					MX9 16 dwellings
					HO124 47 dwellings (est from DPH)
					HO97 30 dwellings (est from DPH)
					Up to 1450 new dwellings would generate 406 primary pupils. 406 pupil product is nearly a full 2FE primary school.
					There is currently some capacity in three of the primary schools in Swanley & Hextable. However, forecasts indicate that this capacity will be largely filled over the next few years. The pupil product from these developments must be accommodated in new provision.
					Downsview has been mentioned by the developer as the school that could be expanded. The location of much of the new housing would suggest
					that Downsview is the best option. However, the demand might better be met with a new 2FE primary school. KCC would be happy to talk to the developer and SDC about options for the Swanley Planning Area.
					KCC would prefer, due to the size of the MX54 Beechenlea development, the education provision be managed through section 106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX54 Beechenlea development, as has become practice in other developments of this or similar size.
					KCC has no plans to move or relocate Broomhill Bank North Special School from Rowhill Road, Hextable. KCC retains the freehold.
					The disposition of the unoccupied Oasis Hextable school site is not yet determined. KCC retains the freehold.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unidentified archaeology.
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO354	Holmesdale	TBC*	UC	Highways	KCC Highways Comments - Access off Holmesdale Road could be utilised.
	Works,				
	Holmesdale				Transport Assessment
	Road, South				
	Darenth				Access - Existing access could be utilised with some improvement required.
					Score - B
					Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A
					Sustainability - Some services within walking distance.
					Score – B

Development sites that impact on this planning area: MX48					Education -	Sevenoaks Rural North Planning Area
Development sites that impact on this planning area: MX48 2500 dwellings H015 55 dwellings H015 55 dwellings H0167 9 dwellings H0167 9 dwellings H0167 9 dwellings H0364 42 dwellings (test from DPH) H0179 18 dwellings (test from DPH) H0179 18 dwellings (test from DPH) H0179 18 dwellings H078 10 dwellings H078 12 dwellings H078 10 dwel						Sevenound North Fidining Area
H0315 65 devellings H0326 35 devellings H0127 9 devellings H0326 35 devellings H0326 35 devellings H0336 42 devellings H0336 42 devellings H0336 42 devellings H0337 45 devellings H0327 15 devellings H0327 15 devellings H0328 16 devellings H0329 17 devellings H0329 18 devellings H0329 19 devellings H0329 19 devellings H0329 10 devellings H0329 1						Development sites that impact on this planning area:
H0315 65 devellings H0326 35 devellings H0327 9 devellings H0326 35 devellings H0326 35 devellings H0336 42 devellings H0336 42 devellings H0336 42 devellings H0337 14 devellings H0327 15 devellings H0327 15 devellings H0328 16 devellings H0329 16 devellings H0329 17 devellings H0329 18 devellings H0329 18 devellings H0329 19 devellings H0329 19 devellings H0329 10 devellings H0329 1						MX48 2500 dwellings
HO127 9 dwellings HO346 4 dwellings (eat from DPH) HO346 4 dwellings (eat from DPH) HO349 14 dwellings (eat from DPH) HO272 16 dwellings HO35 25 dwellings HO36 17 dwellings HO36 17 dwellings HO37 10 dwellings HO37 10 dwellings HO37 10 dwellings HO38 12 dwellings HO38 10 dwellings H						
H0344 4 dwellings (est from DPH) H0129 18 dwellings (est from DPH) H0129 H035 25 dwellings H037 10 dwellings H037 10 dwellings H037 10 dwellings H037 10 dwellings World generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision. The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering it purior school. A jurior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school reception Year to Year 6. 2500 dwellings would offers places to Years 3 to Year 6. It is suggested that the developer means a primary school reception Year to Year 6. 2500 dwellings would translate into just over 3 FE of primary could be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the development. KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become other developments of this or similar size. KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become other developments of this or similar size. Freliminary Heritage Assessment - Potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also potential for prehistoric remains due to location on Taplow Gravels. Also						
HO324 4 dwellings (est from DPH) HO129 16 dwellings HO33 Excellings HO33 Excellings HO33 Excellings HO73 11 dwellings HO73 11 dwellings HO74 11 dwellings HO75 HO429 HO75 HO429 HO75 HO429 HO75 HO429 HO75 HO75 HO429 HO75 HO429 HO75 HO429 HO75 HO429						
HO129 18 dovellings (est from DPH) HO272 16 dovellings HO36 25 dovellings HO37 14 dovellings HO37 10 dovellings Up to 2755 new divellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision. The planning area is dominated by the Pedham Place development and its 2500 new divellings. KCC notes the developer is offering to invite school. A junior school offers places to Years 3.0 to Year 6. It is suggested that the developer means a primary school or Reception Year to Year 6. 2500 devellings would suggest 700 primary pupils which would translate into just over 3 FE of primary pupils which would translate into just over 3 FE of primary pupils which would translate into just over 3 FE of primary school. KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, through Cit. KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become other developments of this or similar size. Heritage and Conservation Heritage Statement. including a geoarchaeological assessment and historic building assessment, required to support any application. Some historic building and archaeology could be dealt with through suitable conditions on a planning approval. HO127 Gills Farm, 9 Gills Road, South Darenth KCC Highways Comments - Former farm use, single track narrow lane for access with poor visibility. Transport Assessment Access - Poor visibility at narrow access lane. Score - 0 Capacity - Single track lane. Former farm use. Sustainability - No services nearby Score - C Feducation - Primary Sevenoaks Rural North Planning Area						
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Gills Road, South Darenth Transport Assessment Access - Poor visibility at narrow access lane. Score - B Capacity - Single track lane. Former farm use. Score - B Sustainability - No services nearby Score - C Education Primary Sevenoaks Rural North Planning Area						Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
South Darenth Access - Poor visibility at narrow access lane. Score - B Capacity - Single track lane. Former farm use. Score - B Sustainability - No services nearby Score - C Education - Primary Sevenoaks Rural North Planning Area	HO127		9	BF	Highways	KCC Highways Comments - Former farm use, single track narrow lane for access with poor visibility.
Access - Poor visibility at narrow access lane. Score - B Capacity - Single track lane. Former farm use. Score - B Sustainability - No services nearby Score - C Education Primary Sevenoaks Rural North Planning Area		South				Transport Assessment
Score - B Capacity - Single track lane. Former farm use. Score - B Sustainability - No services nearby Score - C Education - Primary Sevenoaks Rural North Planning Area		20.01101				Access - Poor visibility at narrow access lane.
Score - B Sustainability - No services nearby Score - C Education Primary Sevenoaks Rural North Planning Area						Score - B
Sustainability - No services nearby Score - C Education Primary Sevenoaks Rural North Planning Area						
Score – C Education - Primary Sevenoaks Rural North Planning Area						
Primary						
					Education -	Sevenoaks Rural North Planning Area
					Primary	
Development sites that impact on this planning area:						Development sites that impact on this planning area:

					MX48 2500 dwellings
					HO315 55 dwellings
					HO326 35 dwellings HO127 9 dwellings
					HO346 42 dwellings
					HO354 4 dwellings (est from DPH)
					HO129 18 dwellings (est from DPH)
					HO272 16 dwellings
					HO35 25 dwellings
					HO77 41 dwellings HO78 10 dwellings
					Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision.
					The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new
					junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers
					Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining
					developments.
					KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than
					through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in
					other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains associated with post medieval farming activity. Some of Gill's Farms buildings identifiable on 1st Ed OS map.
					Heritage Statement required to support any application. Formal programme of archaeological works required, subject to details.
					Scale 3- Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO346	Land at Oakview	42	BF	Highways	KCC Highways Comments - Some improvements to access required.
	Stud Farm, Lombard				Transport Assessment
	Street,				Access - Existing access to the north west of the site, off Lombard Street. Some modifications and improvements required.
	Horton Kirby				Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity.
					Score - A
					Sustainability - Some services within walking distance. Approx 500m to local school. Score - B
				Education -	Sevenoaks Rural North Planning Area
				Primary	Development sites that impact on this planning area:
					MX48 2500 dwellings HO315 55 dwellings
					HO326 35 dwellings
					HO127 9 dwellings
					HO346 42 dwellings
]	HO354 4 dwellings (est from DPH)

				Hertiage and Conservation	HO77 41 dwellings HO78 10 dwellings Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision. The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining developments. KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL. KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size. Preliminary Heritage Assessment - Potential for remains associated with multi-period findspots in the surrounding area and with Reynolds Place, a post medieval farm complex noted on the Historic Farmstead Survey (HE). Some formal archaeological work may be required subject to details. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO340	Land east of Whitebeam Close and south of Pilgrim Way Cottages, Kemsing	TBC*	UC	Education - Primary	KCC Highways Comments - Whitebeam Close is a private street. Unadopted highway. Transport Assessment Access - Whitebeam Close is currently unadopted highway. Visibility constraints at the junction with Pilgrims Way. Score - C Capacity - Pilgrims Way is a very narrow highway, where there may be constraints with increased traffic. Score - B Sustainability - Within close proximity to local facilities. Pedestrian footpath to the east of site which could be utilised but improvements would be required. Score - B Sevenoaks East Development sites that impact on this planning area: HO104 15 dwellings HO133 20 dwellings HO340 20 dwellings (est from DPH) HO102 19 dwellings (est from DPH, incl in this planning area for adjacency) Up to 74 new dwellings, generating 20 pupils which could be accommodated in existing provision.
				Heritage and Conservation	Preliminary Heritage Assessment - Potential for multi period remains associated with use of Pilgrims Way, an ancient trackway. Roman, Early Medieval and Medieval remains recorded in the area. Some formal archaeological work may be required subject to details

					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval
HO104	Baldwins Yard, Noahs Ark, Kemsing	15	BF	Highways	KCC Highways Comments - Existing access could be utilised Transport Assessment Access - Existing access could be utilised. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Kemsing village is 1km to the north of the site. Score - C
				Education - Primary	Sevenoaks East Development sites that impact on this planning area: HO104
				Heritage and Conservation	Preliminary Heritage Assessment - Archaeological potential for remains associated with prehistoric activity due to river valley to the south. Potential for post medieval remains associated with Noah's Ark, 17 th century cottage pair. Noah's Ark is Grade II listed building. Heritage Statement required to support any application, including consideration of impact on the designated Noah's Ark. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO133	Land south of West End, Kemsing	20	BF	Highways	KCC Highways Comments - Current access will require some improvements. Transport Assessment Access - Current access is a farm track which will require improvements Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Within close proximity to local facilities. Bus stops on West End. Score - A
				Education - Primary	Sevenoaks East Development sites that impact on this planning area: HO104

				Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains associated with prehistoric activity in view of the proximity of a spring. There are in addition probable early medieval burials to the north and Roman remains to the west. Associated remains may extend into the proposed HO138site. Heritage Statement required to support any application, including assessment of impact on setting and character of Terrys Lodge Formal programme of archaeological works required, subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO44	51-59 Mount Pleasant Road and land to the rear, Sevenoaks Weald	14	UC	Highways	KCC Highways Comments - Narrow access could lead to capacity issues. Transport Assessment Access - Access appears difficult and poorly aligned road. Score - C Capacity - Narrow access road could lead to highway safety issues with increased capacity Score - C Sustainability - Not accessible or close to facilities Score - C
				Education - Primary	Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings HO365 73 dwellings HO226 30 dwellings HO226 30 dwellings HO221 16 dwellings HO231 16 dwellings HO341 17 16 dwellings HO341 17 16 dwellings HO44 14 dwellings HO44 14 dwellings HO44 13 dwellings HO44 30 dwellings HO44 30 dwellings HO45 25 dwellings HO46 9 twellings HO47 13 dwellings HO47 13 dwellings HO48 10 dwellings HO48 15 dwellings HO49 10 dwellings HO49 15 dwellings HO49 16 dwellings HO49 17 18 dwellings HO40 18 dwellings HO40 19 dwell

				KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
			Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO47 1-6 Gilchr Cottages a land to t rear, Mou Pleasant Road, Sevenoaks Weald	id ie	UC	Highways	KCC Highways Comments - New access to be provided. Transport Assessment Access - New access required off adjacent roads. Score - B Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Not accessible or close to facilities Score - C
			Education - Primary	Development sites that impact on this planning area: MX43 600 dwellings MX50 240 dwellings H0365 73 dwellings H0226 30 dwellings H0226 30 dwellings H0227 15 dwellings H0231 16 dwellings H0241 17 16 dwellings H0241 17 18 dwellings H0241 18 dwellings H0242 19 dwellings H044 14 dwellings H044 14 dwellings H044 30 dwellings H044 30 dwellings H044 30 dwellings H045 25 dwellings H046 15 dwellings H047 13 dwellings H047 13 dwellings H048 10 dwellings H048 15 dwellings H049 10 twellings H049 10 twell

			1		
					KCC would recommend the establishment of an Education Review Group for the MX43 North Sevenoaks development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO336	Car park east	TBC*	BF	Highways	KCC Highways Comments - Existing access with possible visibility improvements.
11000	of Sundridge House, Main Road, Sundridge			T lightways	Transport Assessment Access - The existing access could be used. Score - A Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Few facilities within walking distance. Score - B
					Development sites that impact on this planning area: HO371, HO372, 372 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition. Preliminary Heritage Assessment - Potential for post medieval remains associated with use of Lamb Inn, identifiable on 1st Ed OS map.
				Conservation	Some formal archaeological work may be required subject to details. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO342	Meadow Cottage, Goathurst Common, Ide Hill	14	BF	Highways	KCC Highways Comments - New access would be required. Visibility issues would need to be addressed. Transport Assessment Access - New access would be required. Visibility issues at junction with Wheatsheaf Hill (B2042). Score - C Capacity - A development of this scale would not be likely to lead to any significant impact on capacity. Score - A Sustainability - Not accessible or close to facilities Score - C
				Education - Primary	Westerham Development sites that impact on this planning area:

				Heritage and Conservation	HO371, HO372, 372 & HO 374 600 dwellings HO327 5 dwellings HO46 10 dwellings HO336 6 dwellings (est from DPH) HO342 14 dwellings Up to 635 new dwellings would generate 177 primary pupils. This equates to 0.9FE of primary provision. With sufficient funding, KCC believe that this demand could be accommodated within existing schools, probably by way of an expansion if deemed necessary at the time of these developments coming to fruition. Preliminary Heritage Assessment - Broad potential for prehistoric and post medieval remains. Some formal archaeological work may be required subject to details. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO35	JD Hotchkiss Ltd, London Road, West Kingsdown	25	UC	Highways and Transportation	KCC Highways Comments - Direct access off A20. Junction may require amendment Transport Assessment Access - Existing access Score - A Capacity - No issues Score - A Sustainability -Some local facilities nearby. Bus services. Score - B
				Education - Primary	Development sites that impact on this planning area: MX48

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					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
				Heritage and Conservation	Preliminary Heritage Assessment - Site situated on part of site of Hever Place, a post medieval farm complex identifiable on 1st Ed OS map and noted in Farmstead Survey (HE).
					Heritage Statement required to support any application. Formal programme of archaeological works required.
					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
HO78	Florence Farm Mobile	10	UC	Highways and Transportation	KCC Highways Comments - Access to be improved
	Home Park, Main Road,				Transport Assessment
	West Kingsdown				Access - Existing access requiring widening / junction improvement. Directly off A20
					Score - B Capacity - No issues
					Score - A Sustainability - Some local facilities. Bus service
					Score – B
				Education - Primary	Sevenoaks Rural North Planning Area
					Development sites that impact on this planning area:
					MX48 2500 dwellings HO315 55 dwellings
					HO326 35 dwellings HO127 9 dwellings
					HO346 42 dwellings HO354 4 dwellings (est from DPH)
					HO129 18 dwellings (est from DPH) HO272 16 dwellings
					HO35 25 dwellings HO77 41 dwellings
					HO78 10 dwellings
					Up to 2755 new dwellings would generate 771 primary pupils. 771 pupils constitute 3.6 FE of primary provision.
					The planning area is dominated by the Pedham Place development and its 2500 new dwellings. KCC notes the developer is offering to site a new junior school. A junior school offers places to Years 3 to Year 6. It is suggested that the developer means a primary school which offers Reception Year to Year 6. 2500 dwellings would suggest 700 primary pupils which would translate into just over 3 FE of primary provision required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the remaining
					developments.
					KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL.
					KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
				Heritage and	Preliminary Heritage Assessment - Low archaeological potential for as yet unknown archaeology.

				Conservation	
					Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
HO272	Rajdani, London Road, West Kingsdown	16	UC	Highways and Transportation	KCC Highways Comments - Direct access off A20. Junction may require amendment Transport Assessment Access - Existing access Score - A Capacity - No issues Score - A Sustainability - Some local facilities. Primary school > 800m Score - B
				Education - Primary	Sevenoaks Rural North Planning Area Development sites that impact on this planning area:
					MX48 2500 dwellings HO315 55 dwellings HO326 35 dwellings HO326 35 dwellings HO346 42 dwellings HO346 42 dwellings HO346 42 dwellings HO354 4 dwellings (est from DPH) HO129 18 dwellings HO35 25 dwellings HO73 16 dwellings HO77 41 dwellings HO78 10 dwellings HO78 10 dwellings HO78 10 dwellings HO79 41 dwellings HO79 4
				Heritage and Conservation	Preliminary Heritage Assessment - Low archaeological potential for as yet unidentified archaeology. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval
HO77	Millview Park	41	BF	Highways and	Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval. KCC Highways Comments - Direct access off A20. Junction may require amendment
	and Foxlands, London Road, West Kingsdown	71	Di	Transportation	Transport Assessment Access - Existing access Score - A

required. KCC preference would be for two new 2FE Primary Schools to accommodate Pedham Place and the demand from the rem developments. KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather through CIL.	1		Г		
Education Primary					
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Formal programme of archaeological works probably required, subject to details.					
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Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.					Formal programme of archaeological works probably required, subject to details.
Could be dealt with through editable conditions on a planning approval.					Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval
					Godie C Gigillicant divideology could be dealt with through editable conditions on a planning approval.
HO129 Terrys Lodge TBC* BF Highways KCC Highways comments - Remote rural location with access to A20 nearby.	HO129	Terrys Lodge	TBC*	BF Highway	ays KCC Highways comments - Remote rural location with access to A20 nearby.
Farm, Terrys		Farm, Terrys			
Lodge Road, Transport Assessment					Transport Assessment
Wrotham		Wrotham			
Access - Existing access would require some improvement.					
Score - A Capacity - Narrow road but could accommodate low generation.					
Score - A					
Sustainability - No facilities nearby					
Score – C					
Education - Sevenoaks Rural North Planning Area				Education	tion - Sevenoaks Rural North Planning Area

Primary	Development sites that impact on this planning area: MX48 2500 dwellings HO315 55 dwellings
	HO326 35 dwellings HO127 9 dwellings HO346 42 dwellings HO354 4 dwellings (est from DPH) HO129 18 dwellings (est from DPH) HO272 16 dwellings HO35 25 dwellings HO77 41 dwellings
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	KCC would prefer, due to the size of the MX48 Pedham Place development, the education provision be managed through s106, rather than through CIL.
	KCC would recommend the establishment of an Education Review Group for the MX48 Pedham Place development, as has become practice in other developments of this or similar size.
Heritage and Conservation	Preliminary Heritage Assessment - Potential for remains associated with post medieval farming activity. Some of Terry's Lodge Farm buildings identifiable on 1 st Ed OS map. The main farmhouse is a designated heritage asset (Grade II) and is of early 18 th century date.
	Heritage Statement required to support any application, including assessment of impact on setting and character of Terrys Lodge Formal programme of archaeological works required, subject to details.
	Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.