

	Site Reference
Sevenoaks	MX43
	MX49
	MX50
Swanley	MX54a
	MX54b
	MX48

Edenbridge	MX25
	MX26
	HO189
	HO190
	HO223
	MX51
	MX10
	MX44
Westerham	HO371
	HO372
	HO373
	HO374
	EM17

<b>Fawkham/Hartley</b>	MX52
	MX53
<b>Halstead/Pratts Bottom</b>	MX41

Site Address	Site Capacity
Sevenoaks Quarry, Bat and Ball Road, Sevenoaks	600
Land west of Chevening Road, Chipstead	30
Land rear of the Village Hall, London Road, Dunton Green	240
Land between Beechenlea Lane and the railway line, Swanley	400
Land between Beechenlea Lane and Highlands Hill, Swanley	750
Land at Pedham Place (wider), Swanley	2500

Land east of Four Elms Road and north of Skinners Lane, Edenbridge	
Land south of the railway line, Four Elms Road, Edenbridge	
Land south of Skinners Lane, Edenbridge	265
Land north of Skinners Lane, Edenbridge	50
Land east of Bray Road, Edenbridge	200
Land south west of Crouch House Road, Edenbridge	250
Land at Breezehurst Farm, Crouch House Road, Edenbridge	450
Land west of Romani Way, Edenbridge	80
Land south of Farley Lane, Westerham	9
Land north of Farley Lane, Westerham	59
Land east of Croydon Road, Westerham	166
Land south of Madan Road, Westerham	366
Land south of Beggars Lane, Westerham	B1-B8

Land at Corinthians Sports Club, Valley Road, Fawkham	570
Land between Parkfield and Fawkham Road, Fawkham	230
Land at Broke Hill Golf Course, Sevenoaks Road, Halstead	800

**Documents included 02/08/18**

Sevenoaks Quarry Northern Sevenoaks Extension Report - 28 March 2018

MX49

MX50

Land East of Swanley Option 1 , SK1-15 Land East of Swanley Option 2 , SK1-16  
Land East of Swanley Option 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

MW54a & MX54b

Pedham Place Swanley - Location Plan , Pedham Place proposals

MX48

FN46 WSP Transport Technical Note Edenbridge

MX51

MX10

MX44 only Call for Sites information

HO371 / HO372 / HO373 / HO374

HO371 / HO372 / HO373 / HO374

HO371 / HO372 / HO373 / HO374

HO371 / HO372 / HO373 / HO374



MW52 & MX53

MW52 & MX53

MX41

<http://simplesend.it/d/f732fca01e18487e919f607b146f3cf0b277a7c69e5148>

**Documents Required**

Transport Assessment was received  
10/08/18 - to be reviewed.

Transport Statement

Transport Assessment

Transport Assessment Modelling  
required.

Transport Assessment Modelling  
required.

Transport Assessment with Travel Plans for each of the proposed uses.
Transport Assessment
Transport Assessment
Transport Statement
Transport Technical Note received and considered.
Transport Assessment
Transport Assessment
Transport Assessment
Transport Assessment

Transport Assessment required

Transport Assessment required

Transport Assessment received  
08/08/18

## 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.

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.

New access on to London Road. Emergency access required? Capacity assessment to be submitted. Appendix 2 Access Strategy not shown.

See separate tab

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.

MX25 - Medical hub incl GP surgery, dental practice, hospital services facilities
MX26 - Community facilities, secondary school 4-6 form entry (600-900 pupils)
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.
HO223 - Promoted by KCC for residential
Approximately 250 dwellings, new access required, plus secondary / emergency access. Full Transport Assessment required to assess the impact of proposed junctions
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.
Full Transport Statement required before full assessment can be made.
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.

DHA Planning Consultants. Transport route studies required on the road network leading to the Strategic road network and local rural roads.

Transport Assessment has been scoped with KCC and has been received and considered.

Access	Score A, B or C
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.	A
New access proposed to the north of the existing access. Providing access for dwellings and 30 space community car park. Visibility issues due to retained hedge. Request for 43mx2mx0.6m.	B
Access directly onto A224 London Road. Junction type needing assessment (possible mini-roundabout). Emergency access reqd. - possible combined with cycle / pedestrian	B
Options 1 to 4	C
Option 5	B
Transport Assessment required to inform of access arrangements	B



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.	B
Two potential access outlinsed off Crouch House Road.	B
Two proposed accesses, one to the north of Breezehurst Farm and one to the south of St Brelade's Court mobile homes site.	A
New access could be made off Hever Road	B
Access to the development would be gained via the relief road.	B

<p>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.</p>	<p>B</p>
<p>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.</p>	<p>B</p>
<p>Two accesses onto London Road and this accords with Kent Design. Emergency / cycling / walking access can be provided to connect rural roads.</p>	<p>B</p>

Transport Asses

Capacity	Score A, B or C
Full TA required to assess.	C
Development of this scale would not be likely to lead to any significant impact on capacity.	A
Unlikely to cause capacity problems on network given only 250 houses.	A
Options 1 to 4	C
Option 5	B
Close to strategic highway but a development of this scale requires a transport Assessment and modelling to identify where mitigating measures are required.	B

<p>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 &amp; 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</p>	B
<p>Full TA required to enable capacity to be fully established.</p>	B
<p>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.</p>	B
<p>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.</p>	B
<p>Relief road would improve capacity.</p>	A

<p>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.</p>	<p>C</p>
<p>As above</p>	<p>C</p>
<p>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.</p>	<p>B</p>

sment	
Sustainability	Score A, B or C
Primary schools 2km away. Other facilities within 800m.	B
The site is located withing cose proximity to Chipsetad centre, and local buses	B
? Capacity of Dunton Green Primary School. All criteria met.	A
Options 1 to 4	B
Option 5	B
Access to Swanley Centre and rail difficult for pedestrians and cyclists.	C

Within close proximity to Edenbridge town centre.	A
Site is approximately 500 metres due west of Edenbridge High Street. However, Walking access via Crouch House Road, and Stangrove Road. Bus stops located on Crouch House Road.	A
Access to Edenbridge through permitted scheme via Enterprise Way. Two railway stations within walking distance.	A
Located on the eastern edge of Edenbridge. Pedestrian links limited and would need improving.	B
Relief Road would allow opportunities for sustainable travel and public realm improvements.	A

<p>Connections to Longfield and it's station could be provided for buses, cycling and walking.</p>	<p>B</p>
<p>As above</p>	<p>B</p>
<p>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.</p>	<p>B</p>



<b>Conclusion</b>	
Await full TA before full assessment can be made	
Await TA for further assessment	
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.	

<p>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.</p>	
<p>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.</p>	

<p>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</p>	
<p>As above</p>	
<p>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.</p>	