

04 March 2021 at 5.00 pm

This meeting will be held virtually via Zoom,
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https://www.youtube.com/channel/UCIT1f_F50fvTzxjZk6Zqn6g

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Development & Conservation Advisory Committee

Membership:

Chairman, Cllr. Hunter; Vice-Chairman, Cllr. Thornton
Cllrs. Barnett, Cheeseman, Clayton, Penny Cole, P. Darrington, Fothergill,
McGregor, Pett, Reay and Roy

Agenda

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the minutes of the meeting of the Advisory Committee held on 3 December 2020, as a correct record.	(Pages 1 - 2)	
2. Declarations of interest Any interests not already registered.		
3. Actions from previous meeting (if any)		
4. Update from Portfolio Holder		
5. Referral from Cabinet or the Audit Committee (if any)		
6. Adoption of Edenbridge Character Area Assessment Supplementary Planning Document (SPD)	(Pages 3 - 280)	Amanda Gregor Tel: 01732227154
7. Local Plan Update	(Pages 281 - 290)	James Gleave Tel: 01732227326
8. National Model Design Code consultation	(Pages 291 - 296)	Hannah Gooden, Rebecca Lamb Tel: 01732 227178/7334
9. Work plan	(Pages 297 - 298)	

EXEMPT INFORMATION

At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227000 or democratic.services@sevenoaks.gov.uk.

DEVELOPMENT & CONSERVATION ADVISORY COMMITTEE

Minutes of the meeting held on 3 December 2020 commencing at 5.00 pm

Present: Cllr. Hunter (Chairman)

Cllr. Thornton (Vice Chairman)

Cllrs. Barnett, Cheeseman, Clayton, Penny Cole, P. Darrington,
Fothergill, McGregor, Pett, Reay, and Roy

Cllr. Perry Cole was also present.

57. Minutes

Resolved: That the Minutes of the meeting of the Development and Conservation Advisory Committee held on 20 October 2020, be approved and signed by the Chairman as a correct record.

58. Declarations of interest

No additional declarations of interest were made.

59. Actions from previous meeting

There were none.

60. Update from Portfolio Holder

The Portfolio Holder reported that performance was still strong on major and minor planning applications. 1238 applications had been processed since April 2020 which was within 3% of the same period the previous year. 83% of appeals had been dismissed which was up on the previous year, and some large planning applications were on the horizon. Income was on budget despite the pandemic and Building Control had exceeded expectations.

There would be a Local Plan update at the next meeting as options were currently being considered. She took the opportunity to remind Members that there was still protection from the current Local Plan. In response to a question, the Deputy Chief Executive and Chief Officer for Planning & Regulatory Services advised that Neighbourhood Plans needed to accord with the Council's Development Plan and could not introduce any additional protection. That said, any Parish or Town Councils wishing to make progress on one could contact the planning policy team for bespoke advice.

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Development & Conservation Advisory Committee - 3 December 2020

61. Referral from Cabinet or the Audit Committee

There were none.

62. Innovation Update

The Chairman introduced the Planning Improvement and Standards Manager and thanked her and her team, and all staff in general, for carrying on with the same high standard of provision of services. The Planning Improvement and Standards Manager presented the report and gave an informative [presentation](#) which updated Members on the work around existing and proposed innovation projects designed to improve efficiency, streamline processes, improve communication with customers and reduce unnecessary contact.

Members took the opportunity to ask questions and make some suggestions. It was advised that consistency was paramount and ideas needed to be examined along with any restrictions not within the Council's control, but greater use of text alerts and ways to keep Members up to date with matters like enforcement actions, would be investigated.

It was hoped some practices used during the pandemic which freed up officer's time, could continue. In response to a question, the Deputy Chief Executive and Planning & Regulatory Officer advised that shortening the length of time given to a planning applicant to post an on-site notice could be looked at.

Resolved: That the report be noted.

63. Work plan

The work plan was noted with the addition of a Local Plan Update, Government Response to White Paper Consultation, and National Model Design Code consultation.

THE MEETING WAS CONCLUDED AT 5.44 PM

CHAIRMAN

EDENBRIDGE CHARACTER AREA ASSESSMENT

Development and Conservation Advisory Committee - 4 March 2021

Report of: Chief Officer Planning and Regulatory Services

Status: For Decision

Also considered by:

- Cabinet - 18 March 2021

Key Decision: Yes

Executive Summary: This report recommends the adoption of the Edenbridge Character Area Assessment Supplementary Planning Document (SPD). This report provides the background to the Edenbridge Character Area Assessment SPD and summarises the outcome of the public consultation for this SPD.

This report supports the Key Aim of: ensuring that Sevenoaks District remains a great place to live, work and visit.

Portfolio Holder: Cllr. Julia Thornton

Contact Officers: Amanda Gregor, Ext.7154 - Urban Design Officer/ Rebecca Lamb, Ext 7334 - Conservation and Design Team Leader

Recommendation to Development and Conservation Advisory Committee: that the recommendation to Cabinet is endorsed.

Recommendation to Cabinet: that Cabinets adopts the Edenbridge Character Area Assessment Supplementary Planning Document

Reason for recommendation: To build upon and provide guidance on Policy SP1 of the Core Strategy: 'all new development should be designed to a high quality and should respond to distinctive local character of the area in which it is situated'

Introduction and Background

- 1 In conjunction with Edenbridge Town Council, the Conservation and Design team have drafted the Edenbridge Character Area Assessment (ECAA) SPD. This follows a similar format to the Sevenoaks Residential Character Area Assessment SPD.
- 2 It is required by national and local policy that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated. The ECCA outlines the

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characteristics which make Edenbridge distinctive. By understanding the existing characteristics, this document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character. If adopted, the ECAA will be a material planning consideration.

- 3 There has been close stakeholder involvement in preparing the draft SPD in order to develop a shared vision with the local community. A team of volunteers, the Edenbridge Neighbourhood Plan (ENP) Steering Group and Members of Edenbridge Ward and Town Council undertook an initial appraisal. Following completion of the draft document, further briefings were held for Edenbridge Town Councillors, and the ENP Steering Group and Task Group members. The working document was reviewed, collated and updated in the summer of 2019 to incorporate mapping, include any further development that had occurred since the original survey and bring in more references related to the streets and public realm that contribute to the character of Edenbridge. The working document was circulated to Ward and Town Councillors and a meeting to discuss the updated document was held in September 2019. Feedback from the public consultation has been incorporated into the final version of this document.
- 4 Alongside the Edenbridge Character Area Assessment SPD, an interactive map has been created to improve usability and encourage a digital approach to the Edenbridge Character Area Assessment.
- 5 The aims of the Edenbridge Character Area Assessment SPD are:
 - identify the locally distinctive features that contribute to the character within the Edenbridge town confines;
 - support development that encourages rather than erodes character and local distinctiveness;
 - provide guidance to enhance the character of the public realm as well as buildings;
 - inform the development management process in support of national and local policies;
 - raise awareness of the importance and value of local context and character.

Consultation Process and Outcomes

- 6 The draft Edenbridge Character Area Assessment SPD was published for consultation for six weeks from 12th August 2020 to 23rd September 2020.
- 7 In line with the Sevenoaks District Council's Statement of Community Involvement (Covid-19 review - June 2020) the following consultation took place, with a focus on online engagement through the use of an interactive map and online drop-in sessions:
 - published the draft Edenbridge Character Area Assessment SPD on the Sevenoaks District Council website;

- made the draft SPD available for inspection at the Council's main office in Sevenoaks, Edenbridge Town Council offices (by appointment only) and Bridges Community Centre;
 - advertised the document and consultation event on the Council's corporate Facebook page;
 - sent leaflets and posters to Edenbridge Town Council and Bridges Community Centre to publicise the consultation around Edenbridge;
 - emails and letters were sent to statutory bodies and to people on Sevenoaks District Council database who had indicated an interest in hearing more information about Edenbridge in line with GDPR;
 - held four interactive drop-in sessions over Zoom on 9th September 2020;
 - planning officers were contactable by phone and email throughout the consultation period to discuss in more detail;
- 8 Following the public consultation, the representations have been reviewed by Officers. A Consultation Statement (Appendix B) has been prepared setting out the consultees, a summary of the main issues raised by those persons and how those issues have been addressed in the supplementary planning document.
- 9 There were 23 respondents with a total of 35 comments from local residents and businesses alongside local and national stakeholders.
- 10 Comments received were generally supportive of the aims of the document and the content. A summary of the key issues raised and how these have been addressed:
- some minor updates which include up-to date photographs, mapping layouts and amendments related to wording to provide more clarity
 - representations were made to include the Town Station Cottages as their own character area. These have been surveyed and have been included in this assessment, because they border the town boundary with no extended separation to the existing built up area of Edenbridge and would not be considered a separate settlement.
 - a number of objections were raised regarding the industrial estate. Concerns were raised in regards to planning burdens that this document might cause with a cost to the business owners, a focus on the economic viability of the area and some concerns over gentrification. The purpose of this document is not to make additional requirements or demands to business owners. The economic requirements of businesses in Edenbridge are supported in Sevenoaks District Council Core Strategy. The supplementary planning document aims to determine what the characteristics are that contribute towards making Edenbridge distinctive. To address this, a small residential area from the industrial character area has been removed and re-characterised within a more appropriate grouping. The design guidance has been amended to provide clarity and reassurance.

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- representations were made to include Marsh Green within the assessment. Marsh Green is a separate settlement within the settlement hierarchy and lies outside the town confines of Edenbridge, which is the focus of this document. However, Marsh Green is within Green Belt land and is protected by national and local policy. Marsh Green will not be included in this assessment.
- representations were made within the Ashcombe Drive character area regarding connectivity and proposed development. To address this concern and provide clarity, a statement has been removed from the design guidance.

Conclusion and Next Steps

- 11 Subject to Cabinet approval, the Edenbridge Character Area Assessment SPD and Adoption Statement will be made available for inspection at the Sevenoaks District Council and Edenbridge Town Council offices and published on the Sevenoaks District Council's website, in line with the Town and Country Planning Regulations (2012), Part 5, Regulation 14.

Other options Considered and/or rejected

The Council does not adopt the Edenbridge Character Area Assessment SPD. The SPD would not be used as a tool to enhance and promote positive development, which is responsive and suited to local character.

Key Implications

Financial

No additional costs to the Council arise from the Edenbridge Character Area Assessment SPD.

Legal Implications and Risk Assessment Statement

None - the Edenbridge Character Area Assessment SPD has been prepared in line with national planning policy and guidance and supports SP1 of the Core Strategy, which is our adopted development plan.

Equality Assessment (Compulsory heading - do not delete)

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Conclusions

Officers will be happy to take any questions on the content of this report at the meeting.

Appendices

Appendix A - Edenbridge Character Area Assessment SPD

Appendix B - Edenbridge Character Area Assessment Consultation Statement

Appendix C - Map of Edenbridge Character Area

Appendix D - [Link to Edenbridge Character Area Interactive Map](https://maps.sevenoaks.gov.uk/edenbridgecaa/)
<https://maps.sevenoaks.gov.uk/edenbridgecaa/>

Background Papers

[National Planning Policy Framework, 2019](https://www.gov.uk/government/publications/national-planning-policy-framework--2) -
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

[Core Strategy Development Plan, 2011](https://www.sevenoaks.gov.uk/info/20069129/current_local_plan/249/core_strategy_development_plan) -
https://www.sevenoaks.gov.uk/info/20069129/current_local_plan/249/core_strategy_development_plan

[Statement of Community Involvement \(SCI, 2020 - June COVID-19 Review\)](https://www.sevenoaks.gov.uk/info/20069129/current_local_plan/258/statement_of_community_involvement) -
https://www.sevenoaks.gov.uk/info/20069129/current_local_plan/258/statement_of_community_involvement

Richard Morris

Chief Officer Planning and Regulatory Services

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Edenbridge Character Area Assessment Supplementary Planning Document (SPD)

February 2021

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Edenbridge Conservation Area

Area is indicated on map, the assessment can be found in separate Edenbridge Conservation Area Appraisal (2001), located on Sevenoaks District Council website.

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1. Introduction

Places evolve and adapt over time. Development is necessary to provide new homes, businesses, social infrastructure and public realm. It is required by national and local policy that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated. This document helps determine what these characteristics are that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, this document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character.

2. Purpose of the Supplementary Planning Document (SPD)

This Supplementary Planning Document (SPD) aims to:

- identify the locally distinctive features that contribute to the character within the Edenbridge which is lies outside of the Conservation Area (Edenbridge Conservation Area Appraisal is a separate document which can be accessed on Sevenoaks District Council website, published in 2012);
- support development that encourages rather than erodes character and local distinctiveness;
- provide guidance to enhance the character of the public realm as well as buildings;
- inform the development management process in support of national and local policies;
- raise awareness of the importance and value of local context and character.

As an adopted Supplementary Planning Document, the document will be a material consideration in the determination of development proposals.

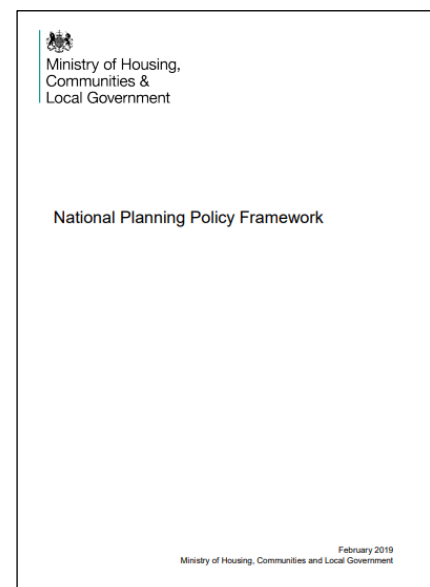
3. Policy Context

This document is consistent with national and local planning policy.

National Planning Policies

The *National Planning Policy Framework (February 2019)* states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (para 9).

Developments should establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (NPPF, para 127d). This SPD, is one tool to provide a framework for creating distinctive places, with a consistent and high quality standard of design. However,



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level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified (NPPF, para 126).

Local Planning Policies

One of the main aims of the *Core Strategy Development Plan (February 2011)* is to ensure that new development throughout the District will be of a high quality incorporating designs that respond to the distinctive local character of areas of high environmental quality or make a positive contribution to the environmental enhancement of other areas.

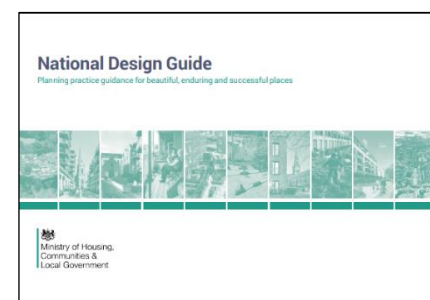
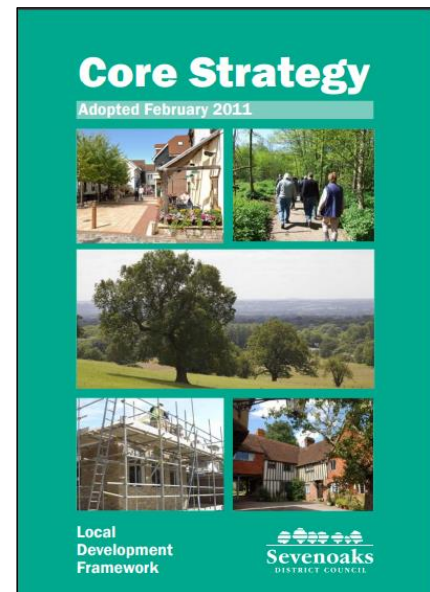
Adopted Core Strategy Policy SP 1 states that:

'All new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated. Account should be taken of guidance adopted by the Council in the form of Kent Design, local Character Area Assessments...In areas where the local environment lacks positive features new development should contribute to an improvement in the quality of the environment.'

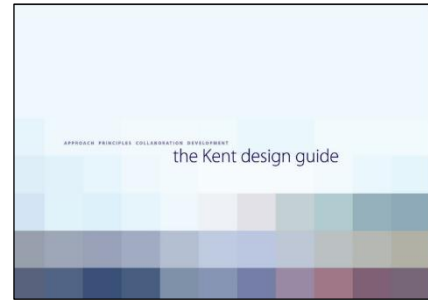
The emerging *Local Plan* sets out detailed guidance to ensure new development respects local distinctiveness. This is supported by policies requiring that all new developments must meet design criteria relating to principles including character and working with the site and its context.

Supplementary Planning Document and other guidance

The *National Design Guide (October 2019)* illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The guide states that all local design guides and codes will need to set out a baseline understanding of the local context and an analysis of local character and identity.



The *Kent Design Guide* was produced by the Kent Design Initiative in 2005/2006. It was adopted as an SPD by Sevenoaks District Council at the meeting of Full Council on 24 July 2007. The Kent Design Initiative aims to create a showcase of great buildings, memorable and attractive new places that reinforce Kent's distinctive character.



4. Methodology

The evaluation of the Edenbridge town area has involved an assessment of the character of the development of the area through the review of historic maps; comprehensive site surveys using the approach and characteristics advocated in *By Design – Urban design in the planning system* (DETR, 2000). The following steps were taken:

- Initial appraisal undertaken across Edenbridge Town to identify and document specific characteristics. This involved a review of historic maps, photographs and written material
- Character areas were then defined by common characteristics such as time period and building type
- Street by street surveys were undertaken to identify locally distinctive contextual features and detractors, and these were documented through photographs and written descriptions
- The character areas were then sub-grouped into more specific types relating to time period, building type, and layout. These are illustrated on the Edenbridge map and are the headings used to describe each of the character areas throughout the draft SPD.
- All the information has been collated to give an overview of the locally distinctive contextual features (such as building heights, materials, street type and open spaces) and detractors (if any) of each of the character areas. Further information is given in each character area regarding historical development and characteristics, and shows examples of locally positive features such as views, boundary treatment and detailing. These contribute towards the design guidance provided for each area.

The surveys were led by an architect who was commissioned by the Edenbridge Neighbourhood Plan (ENP) Steering Group. Local Representative groups, Edenbridge Town Council and elected Members of the District Council assisted in each stage of this work.

5. Community Involvement

The SPD has been prepared in accordance with the District Council's adopted Statement of Community Involvement (SCI, 2020 – June COVID-19 Review). Following the

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preparation of the draft SPD, the council undertook a six week formal consultation period between 12th August 2020 to 23rd September 2020. The representations made have been considered and amendments have been made to this document where required.

There has been close stakeholder involvement in preparing the draft SPD in order to develop a shared vision with the local community. A briefing session was held for members of the ENP team and the wider public, at the outset of the project in April 2015. A team of volunteers, the Neighbourhood Plan Steering Group, members of the Ward and Town Council undertook an initial appraisal. A series of facilitated walkabouts for the local community was publicised, and took place during June 2015. Street by street surveys were undertaken and each character area was defined. An assessment was written up for each area with images to accompany the description (as explained in the methodology section). Following completion of the draft document, further briefings were held in October 2015 for Edenbridge Town Councillors, and the ENP Steering Group and Task Group members. Each individual character area was then submitted to Sevenoaks District Council for review.

The working document was then reviewed, collated and updated in the summer of 2019 to incorporate mapping, include any further development that had occurred since the original survey and bring in more references related to the streets and public realm that contribute to the character of Edenbridge. The working document was circulated to Ward and Town Councillors and a meeting to discuss the updated document was held in September 2019. The draft document went out to public consultation in 12th August – 23rd September 2020. Feedback from the public consultation has been incorporated into the final version of this document.

6. How to Use the Document and Map

The next section gives an historical overview of the origins and development of Edenbridge. The document and key map divides the built up areas of Edenbridge, as they are in 2019, into six overarching character areas (Groups A-F). These are defined by both residential or non-residential use and time period. These six character areas are then sub-divided into groups based on types of buildings and public spaces i.e. detached or semi-detached and terraced (Groups A1 or A2). These give more detailed information on the characteristics of these areas. There is a total of 40 individual character areas in this Character Area Assessment.

How to Use the Map

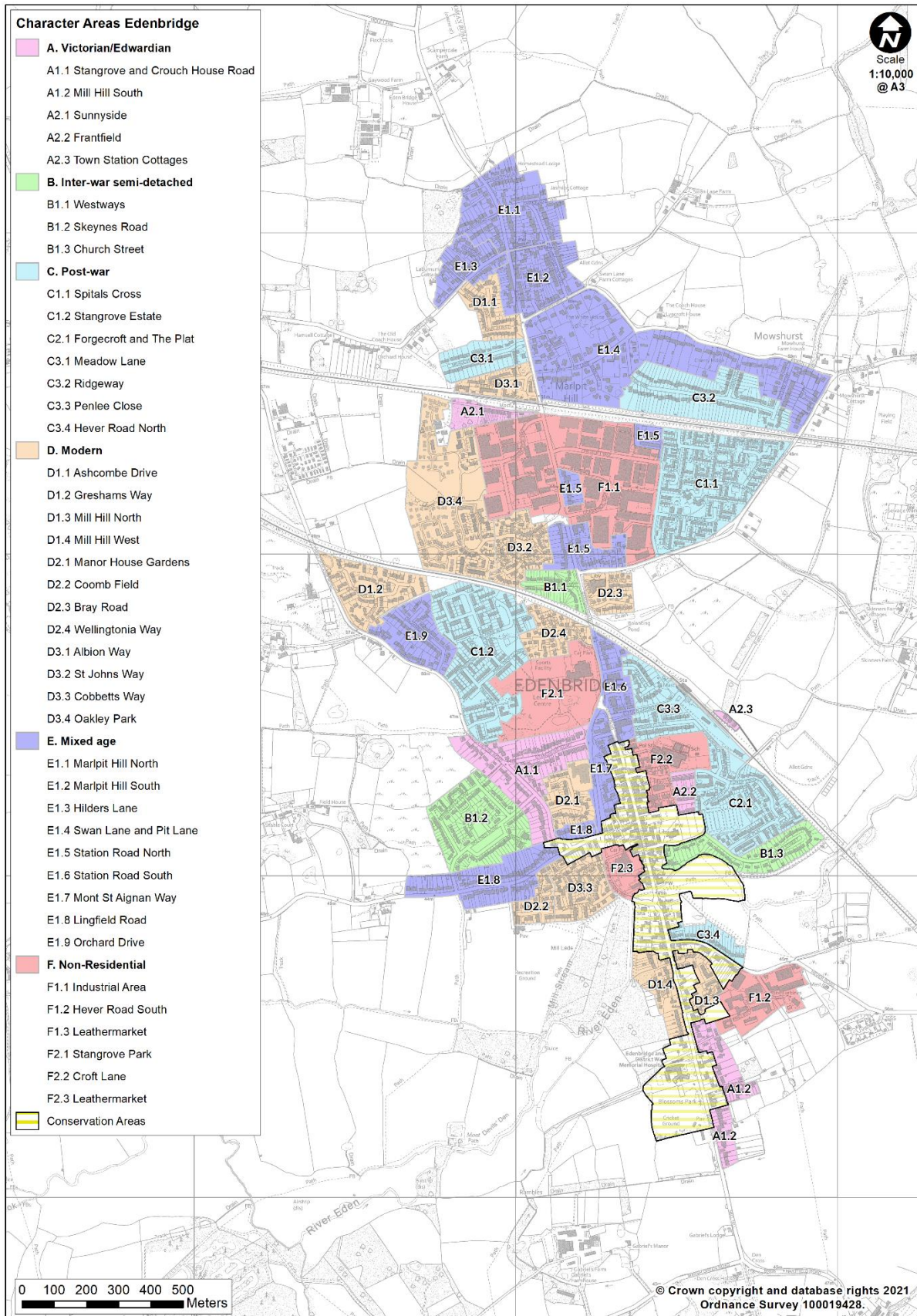
The map highlights each of the character areas in Edenbridge. If you are interested in the characteristics of a particular area and can locate it on the map. Please follow these instructions:

1. Find the place on the map, it will be located in a coloured area with a specific code on the map e.g., light blue, C1.1.
2. Then, look under the 'Character Area Edenbridge' key on the left hand side of the map, for this colour e.g., it is labelled C. Post-war. This gives you the overarching time period of the area you are looking for.

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3. Then, look under this heading for the specific code you were looking for and you will find the name of the area e.g. C1.1 Spitals Cross. This shows the sub group that this area fits under which is C1.
4. Then using this code, refer to the Contents page of this document to find the page number and further information on this character area.

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How to Use the Document

Each individual character area is named and numbered on the map. If you are interested in the characteristics of a particular area, and know the name, these can be referenced using the headings on the Content page.

For each character area there is an assessment of locally distinctive features such as age, heights, types of building, main uses, boundary treatments, street type, open spaces and detractors (if relevant) as well as historical context and design guidance. Key characteristics are illustrated on a townscape map and photographs are also included to depict visually these characteristics.

In setting out the important features and overall character of identifiable areas of Edenbridge, a local context is provided for the preparation and consideration of development proposals. This forms a canvas within which proposals for development should be conceived and determined. This is to support development that strengthens rather than erodes character and local distinctiveness. Design Guidance based on the identified locally distinctive features is included for each Character Area. This along with other relevant planning policy documents and guidance will form the basis for decision making on development proposals. It should be noted, however, that buildings and features that do not conform to local character may nonetheless have heritage significance and this will also be taken into account during decision making.

Whilst the principal characteristics for all areas have been summarised, it has not been possible to illustrate each individual feature and consequently the absence of a feature from this document does not necessarily mean that it is unimportant to the character of the local area. Further to this, some groupings of houses are not large enough to produce their own character area, the absence of this does not mean they are unimportant to the character of the local area and should be assessed on a case-by-case basis using relevant planning policy documents and guidance.

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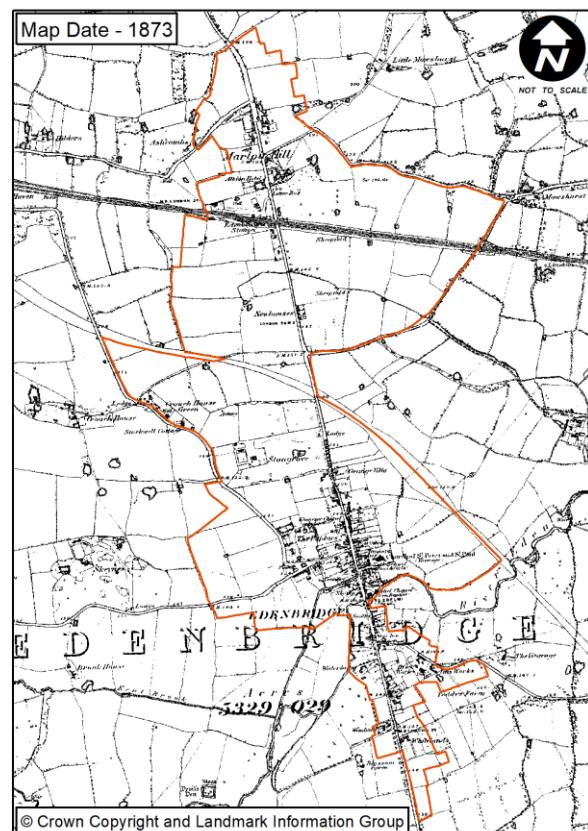
7. Historical Development of Edenbridge

The parish of Edenbridge is located in the south west corner of Sevenoaks District, on the border of Kent and Surrey. The western border of the parish is with the Surrey parishes of Dormansland and Limpsfield in Tandridge District. The northern boundary is with the parish of Westerham and Crockham Hill, and the eastern and southern boundary is with the parishes of Cowden and Hever. The population of the parish of Edenbridge at the 2011 Census was 8,907.

The earliest settlement in Edenbridge appears to have developed in Roman times around the place where the London to Lewes Roman Road crosses the river Eden, probably via a wooden bridge. The Roman Road route is still clearly visible and a defining feature of the town. It is known that a bridge existed in Saxon times, and thought that a village had probably developed by the 10th Century. The earliest parts of the Parish Church date back to the late 11th Century. Records show that in 1125, Eadhelm, an Abbot of Canterbury ordered a bridge to be built, and so the place became known as Eadhelmsbrugge which in time became Edenbridge, and the river became the Eden.

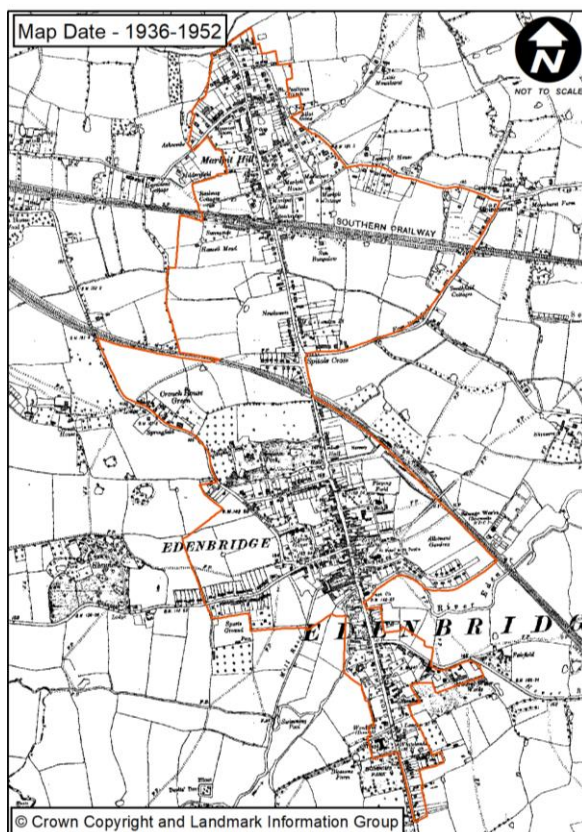
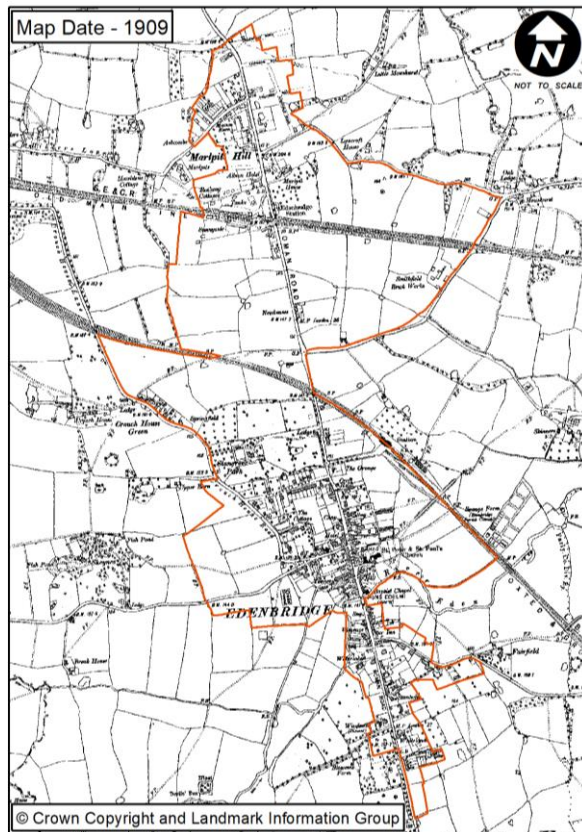
In 1225 Henry III granted a Charter for a weekly market, likely to have been located in the triangular space known as The Square in the centre of the town, and this suggests that the village was of a significant size by this time, with an agricultural hinterland based around keeping pigs and cattle in fields created though deforestation. The first stone bridge, with 6 arches, was built in the time of Henry VII.

In Tudor times, Edenbridge enjoyed a period of prosperity, and the historic centre of the town contains some fine old timber frame buildings from this time. The Weald produced 80% of the country's iron, and the town provided a market centre for this industry. The town's fortunes declined during the 17th and 18th centuries, with the collapse of the Wealden iron industry, and a falling out of favour with the rich City merchants. The next major phase of development in the town took place in the 19th Century in response to the arrival of two railways, providing connections between the town and London, Kent and Sussex. This affected both the economy and physical shape of the town, and houses built in late-Victorian and Edwardian times can be found throughout the town.



Development of the first 'social housing' in the town took place in the 1930s. The next major expansion took place after World War II in 1955 when the then London County Council was given planning permission for over 800 houses and associated infrastructure, including industrial estates (with employment for 1000 people), school facilities and private housing. It was at this time that Green Belt policies first came into effect following the 1947 Town and Country Planning Act, defining the boundary of the built area of the town. The idea of a 'Relief Road' to alleviate congestion in the High Street was first mooted. The 1970s saw the closure of the Tannery and subsequent construction of the Leathermarket retail development, Further housing development took place in the 1970-90s on brownfield sites in the town. In the 1990s the decision was taken to proceed with the phased construction of the 'Relief Road', linked to the development of a large supermarket to the rear of the Leathermarket, and a number of further housing developments in the town.

The early 2000s saw the completion of the Relief Road, associated improvements to the High Street, the construction of the Greshams Way, St Johns Way, the closure of Eden Valley School, and the development of residential facilities for people with disabilities just off Hever Road. The most recent developments include Eden Centre, the associated housing in Bray Road and Oakley Park. Some small infill sites continue to provide additional housing capacity.¹



¹ Information accessed from 'An Introduction to Edenbridge' from the Draft Edenbridge Neighbourhood Plan (2017). Accessed from [Edenbridge Town Council website](http://www.edenbridge-tc.gov.uk).

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8. Character Areas

The next sections of the SPD divide the Edenbridge built up area into residential and non-residential character areas based on the methodology and community involvement set out in sections four and five.

A. Victorian / Edwardian (1837 -1910)

Locally Distinctive Contextual Features	Description
Age of buildings	Predominantly ranging from 1837 – 1910 with some infill from 1920 -present day.
Historical context	Edenbridge expanded in the 19 th century with the building of two rail lines. First, the Redhill to Tonbridge line opened in 1842, then the London Brighton and South Coast Railway reached town in 1888.
Type of buildings	Mostly detached, some semi-detached
Main uses	Residential
Building heights	1, 2 and 3 storey
Prominent building materials	Brick (red and multi stock), tile hanging, black and white framing and render
Predominant boundary treatments	Hedges, brick walls and fences
Open space/ vegetation	Mature trees and hedges
Street type	Local distributor road with linear development continuing along streets
Variations	
A1. Detached	
A2. Semi- detached /terraced	

A1. Victorian/Edwardian Detached

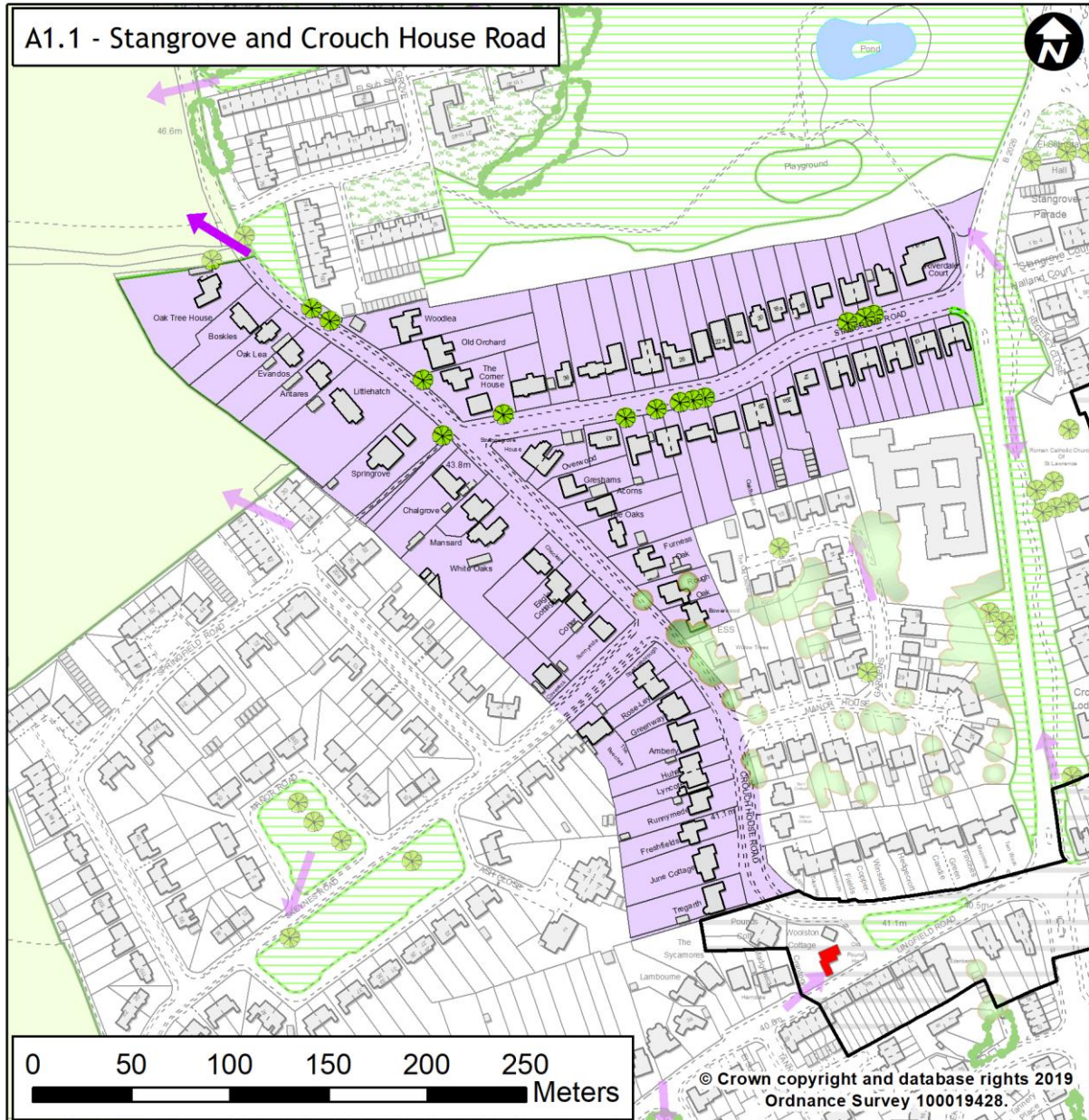
Villa style properties set in larger plots with gardens. Some semi-detached properties that present themselves as larger villas.



An example of a Victorian/Edwardian Detached Layout.

A1.1 Stangrove and Crouch House Road

Comprising Crouch House Road from Oak Tree House southwards and Stangrove Road from Mont St Aignan Way southwards.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area was developed from the mid 1800s onwards with large semi-detached and detached houses, at the top end of Stangrove Road, and to the eastern side of what was then Crouch House Lane. Since that time more detached houses, and some bungalows, have been built, mainly between 1920s- 1950s, plus there has been a small amount of more recent infill. While there is a mixture of housing from different time periods the character of this area remains mostly from the Victorian/Edwardian period.

A1.1 Stangrove and Crouch House Road

Locally Distinctive Contextual Features	Description
Age of buildings	Mid-late 19 th century (Victorian) to current day
Type of buildings	Mostly detached, some semi-detached
Main uses	Residential
Building heights	1, 2 and 3 storey
Prominent building materials	Brick (red and multi stock), tile hanging, black and white framing and render
Predominant boundary treatments	Hedges, brick walls and fences with buildings set back from road
Open space/ vegetation	Mature trees which line the street on alternating sides along Stangrove Road with some hedges
Street type	Local distributor road (Crouch House Road) with a residential connected street (Stangrove Road)
Detractors	Crouch House Road is one of the main roads leading to Edenbridge. It carries volumes of traffic to and from the town centre, which can deter from the character of the streets outside the houses in this character area

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Stangrove Road and Crouch House Road Character Area:

The harmonious palette of red and multi-stock brick, white render and slated or clay tiled roofs should be respected.

Regular building lines should be respected. The existing pattern of set back buildings and sense of enclosure should be respected.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Detailing should be of a high quality to retain visual interest along the streetscape.

Traditional doors and windows and detailing should be retained in existing buildings.

Area Characteristics

The area was originally developed in 19th century, consisting of large brick built semi-detached and detached houses, with a variety of typical Victorian/Edwardian features of well-proportioned sash or casement windows, chimney stacks, slated or clay tiles roofs, some with decorative ridge tiles, and porches.

The row of five pairs of sturdy semi-detached houses at the top end of Stangrove Road, dating from the late 1890s, form a cohesive group, with a rhythmic roofscape created by the chimney stacks and gabled dormer windows. The houses feature contrasting red and multistock brickwork, and a shallow porch with decorative ironwork corner supports next to a square front bay.



Other houses in Stangrove Road from this era include individual detached houses, and pairs of semi-detached houses which feature a wide range of materials, including brick, black and white framing, tile hanging and render. The overall scale, form and plot width of these houses, however, created a framework into which the subsequent development was inserted, reflecting the diverse character of the late Victorian/Edwardian era.



The next major phase of development along Stangrove Road took place in the 1950-60s with mostly detached properties, again featuring a wide range of materials, but generally reflecting the local character, through the use of multi stock bricks, clay tile hanging and render.



The latest addition to Stangrove Road, a group of three large detached houses built in the 1990s, continue to reflect this character in terms of materials, scale and form, whilst adding their own contribution to the streetscene.



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Crouch House Road had a small amount of development in the 19th century, comprising of five large individual houses: (l to r) Stangrove House/Overwood, The Oaks, Furnace Oak, Old Orchard and The Corner House. These houses all share the characteristic gabled roofs with prominent chimney stacks, and well-proportioned windows and doors, and utilise a wide range of materials.



Most of the houses date from 1920-1950s, those at the northern end being large detached two storey properties, set back behind mature hedges, whilst south of Springfield Road there are a number of bungalows.



Views

There are few distant views within this area; the mature hedges and trees effectively frame the streetscene. From the northern end of Crouch House Road there are views west across the fields.



Boundaries

The most prominent boundary treatment in this area is hedging, but there are also brick walls and some fencing. There is a more open character to Stangrove Road, and a key feature is the pollarded lime trees on either side.



Properties in Crouch House Road are generally set back, and the overall effect is that of a green corridor.



Detailing

The houses from the late 19th century, and some of the later houses, have many decorative details, which contributes to the character of this area.

Chimney stacks, decorative ridge tiles and finials punctuate the roofline. Bargeboards and a range of wall finishes to gables all add to the diverse visual character of the area.



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A range of shapes, heights and finishes to bays creates visual interest.

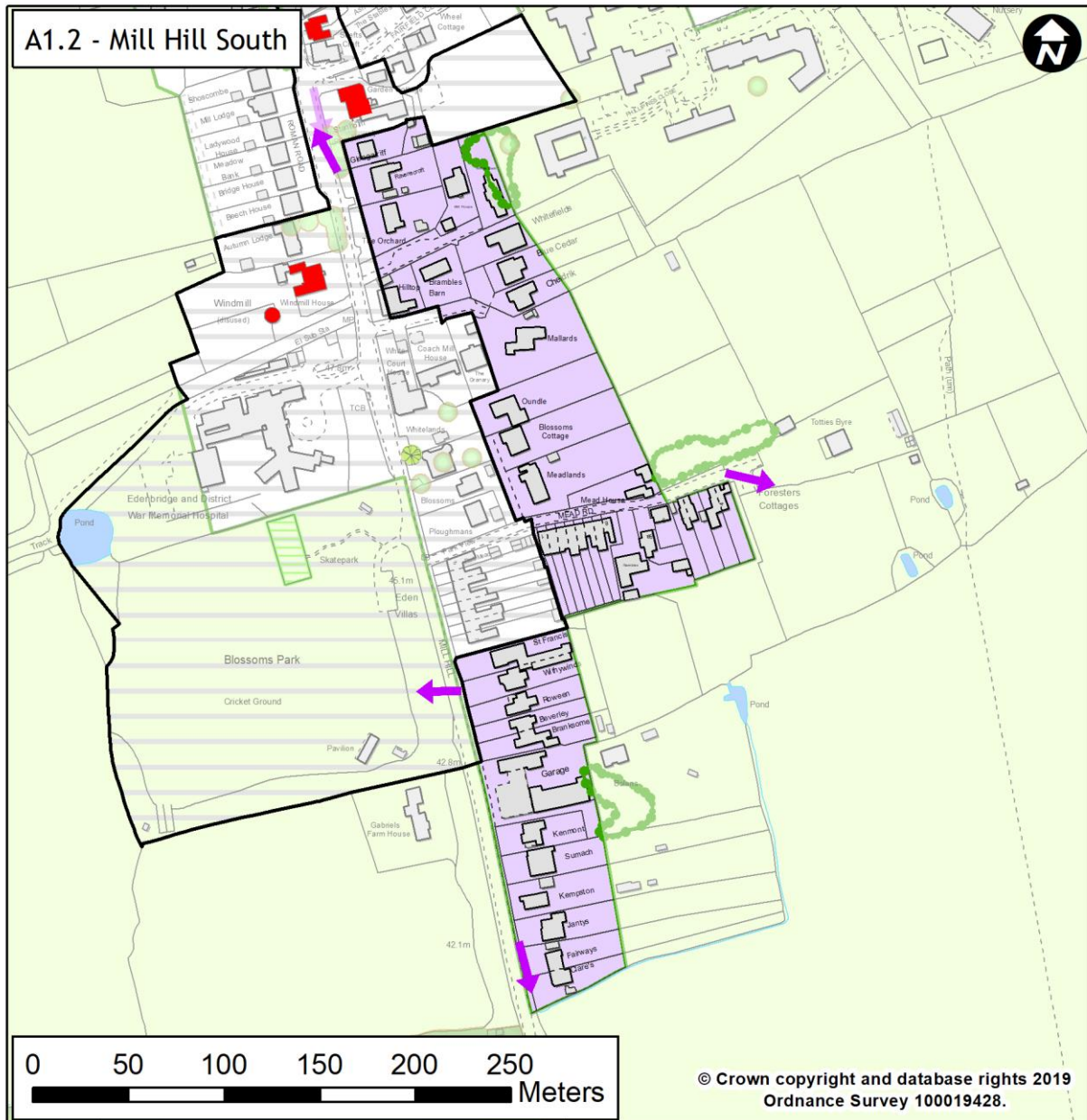


Retention of original doors and individual porch details.





A1.2 Mill Hill South

Comprising the southern end of Mill Hill, plus Mead Road and unregistered road (locally named Daisy Lane).



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |


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Historical Context

This area is the 'gateway' to the town from the south, lying to the east of Mill Hill, part of a Roman Road, which originally ran from London to Lewes. It consists mostly of residential properties built along and behind Mill Hill, over a period from the 19th century through to the present day. It also includes the Petrol Station and a Car Repair workshop, originally developed in the 1920s. There are two roads off this part of Mill Hill; Mead Road which dates back to Victorian times, and 'Daisy Lane', developed in the 2000's. While there is a mixture of housing from different time periods the character of this area remains mostly from the Victorian/Edwardian period.

A1.2 Mill Hill South

Locally Distinctive Contextual Features	Description
Age of buildings	Mid-late 19 th century to current day
Type of buildings	Mostly detached, some semi-detached and some terraced
Main uses	Residential, plus Petrol Station and Car Repair workshop
Building heights	One and two storey
Prominent building materials	Red brick and render. Tiled or slated roofs
Predominant boundary treatments	Mix of hedges, brick walls and fences
Open space/ vegetation	Hedges and trees to most frontages. Houses on southern side of character area look out to cricket ground and Blossom Park which has a skate park, and benches within it
Street type	Mead Road is a narrow residential cul-de-sac. Locally named 'Daisy Lane' is given to the unregistered gravel street. Mill Hill is a historical Roman Road, now a B-road leading into the centre of Edenbridge
Detractors	Mill Hill is a straight B-road, and being the only route south from the town carries a lot of traffic. Mead Road is narrow with a lane character, however dominant on-street car parking detract from its character.

Locally Distinctive Contextual Features	Description
	<p>The scale of the canopy to the Petrol Station is dominant and out of keeping with the adjacent bungalows.</p> 

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Mill Hill South Character Area:

Any development along Mill Hill should acknowledge the location of this character as the gateway into Edenbridge (from the south) and address the relationship from the open character of the countryside to the town centre

Traditional brick walls/hedged boundaries with buildings set back along Mill Hill, together with mature trees which contribute to the character of the area, should be retained or reinstated where appropriate

The harmonious palette of painted render on the late 19th century terraces and red brick throughout the character area should be respected

The setting of the adjacent Conservation Area should be preserved or enhanced

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Area Characteristics

The area lies to the east of Mill Hill, a wide straight road running north-south dating from Roman times, which forms the transition from open countryside towards the town centre from the south. The 'ribbon development' of detached and semi-detached houses on the east side of Mill Hill, dating from 19th century onward, is mostly well set back behind walls, hedges or fences. The area adjoins the Conservation Area, which includes the open green spaces of Blossoms Park, and the Hospital. Gabriels Lodge, an Arts and Craft house is well screened from the street, however glimpses of the half hipped gabled roof can be viewed from Blossoms Park.



Mead Road has two terraces of modest late 19th century brick cottages, some of which have since been rendered, set close to the road. Between the two terraces is some more recent infill and renovations from the 1980s and 1990s which is set back and not in keeping with the scale and form of the cottages. Opposite the cottages is Mead House, a detached Victorian house.



Running north off Mead Road, opposite a garage block, is short informal cul de sac serving three detached houses. These houses face a much older brick boundary wall, creating a good sense of enclosure.



A short unregistered cul-de-sac (known locally as “Daisy Lane”) has large detached houses, is well set back and screened behind hedges and trees. The lane provides access to the much older Coach Mill House, which lies within the Conservation Area.



Views

Mill Hill affords views south towards the open countryside beyond the built envelope of the town, and northwards over the town towards the North Downs. At the eastern end of Mead Road there are views across the fields towards Stick Hill. There are distant views west across Blossoms Park, which lies within the Conservation Area, towards open countryside.



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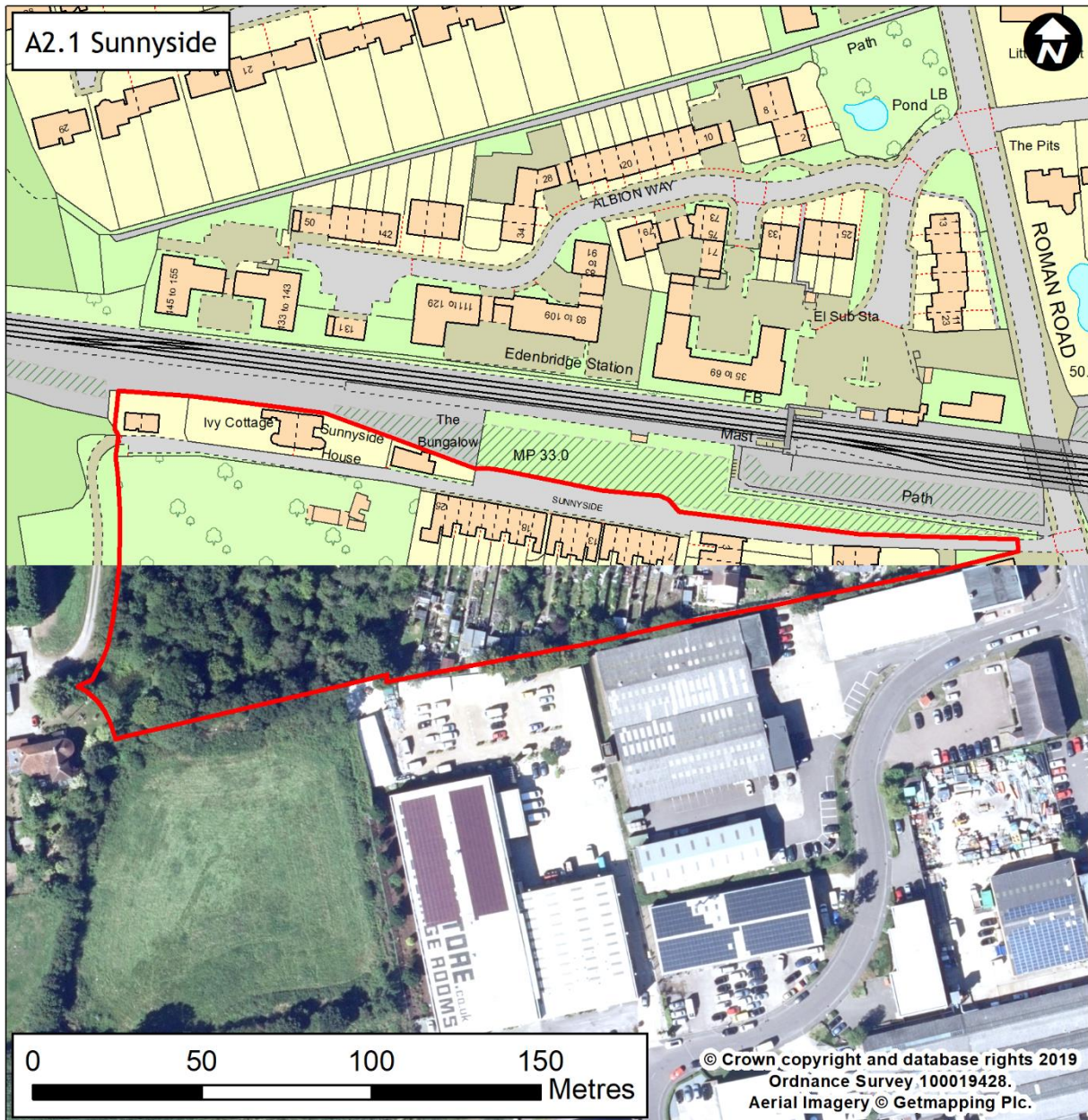
Boundaries

The boundaries, rather than the properties themselves, are the main visible feature along Mill Hill and are a mix of brick walls, hedges and trees, and fences- the overall effect is of a green corridor and backdrop to the road.



A2. Victorian/Edwardian Semi-detached /Terraced

Streets are narrow and lined with semi-detached properties or terraces. Front doors of individual houses lead straight onto street with minimal boundary treatment. Detailing of houses is more simplistic than the detached houses of their time.

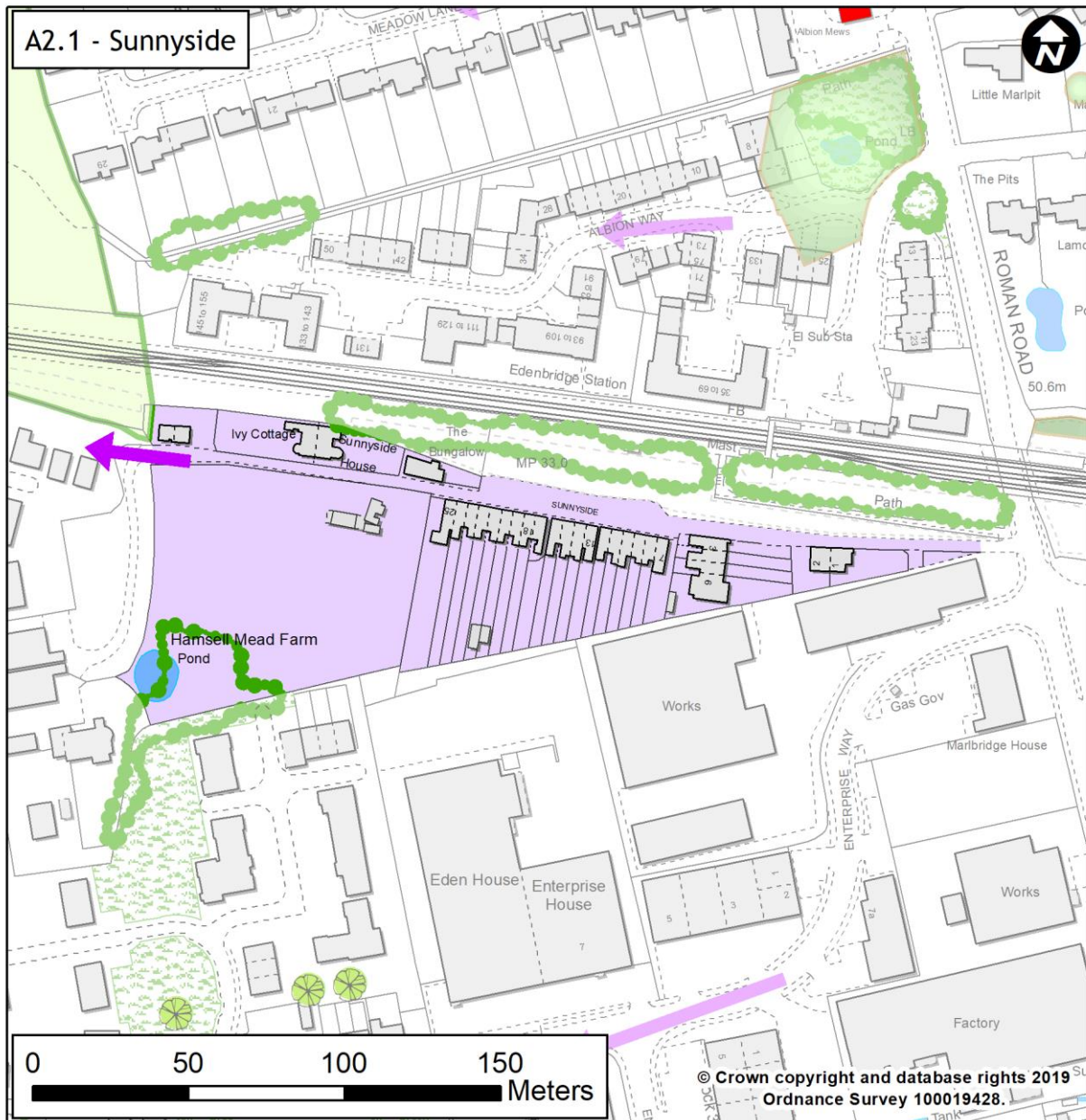


An example of a Victorian/Edwardian Semi-detached Terraced Layout.












Note: this map is representative to show layout, therefore it may not show recent developments.

A2.1 Sunnyside

Comprising Sunnyside.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Note: maps are correct as of 2019. Proposed development to the neighbouring site to the south west has been indicatively shown.

Historical Context

The area consists of mostly 19th century terraced properties set along a narrow lane, which runs parallel to the railway line. There is a steep embankment with trees and bushes between the railway line and the lane.

A2.1 Sunnyside

Locally Distinctive Contextual Features	Description
Age of buildings	Mid-late 19 th century (Victorian)
Type of buildings	Terraced, semi-detached and detached
Main uses	Residential
Building heights	2 storey
Prominent building materials	Brick, render, tile hanging
Predominant boundary treatments	Fences, hedge and open frontage
Open space/ vegetation	Mature trees and hedges
Street type	Residential lane – unadopted, unmade road
Detractor	On street parking dominates the narrow lane. The railway line to the north of the site is a restrictive boundary that adds some noise pollution (however it is screened by a green bank)

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Sunnyside Character Area:

Regular building lines should be respected. The ‘set back’ of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

The rhythm of window and door openings, and chimneys, should be retained.

The existing palette of brick, render and tile hanging should be respected.

Design Guidance

The hedged boundaries, together with mature trees which contribute to the character of the area, should be retained.

Area Characteristics

The area consists of a single lane, which originally provided access to Hamsell Mead Farm, and runs alongside the railway line. Running east to west on the south side of the lane, there are a pair of semi-detached cottages, a short terrace of four houses perpendicular to the lane, and a long terrace of 19 properties. All of which are simple brick Victorian cottages dating from the late 1800s.



Beyond the long terrace, the lane develops a more rural feel with a single property sitting in a very large plot on the southern side, and pair of semi-detached properties on the northern side. The lane ends at a field gate with views out across farmland to the west.



Views

The longer views in this area are those at the western end of the lane. Character area D3.4 – Oakley Park was under construction at the time of review so a full assessment on the impact on this key views was unable to be made.

Boundaries

The terraced properties at the eastern end of Sunnyside open straight onto the lane, and those at the western end are set behind hedges and fences.














A2.2 Frant Field

Comprising Frant Field.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of three rows of semi-detached Victorian houses, originally built for the Tannery workers in 1889, this area has had little change since.

A2.2 Frant Field

Locally Distinctive Contextual Features	Description
Age of buildings	Built in 1889 (Victorian)
Type of buildings	All semi-detached
Main uses	Residential
Building heights	2 storey
Prominent building materials	Multi-stock brick with red feature courses, and mostly tiled roofs
Predominant boundary treatments	Mix of hedges and brick walls
Open space/ vegetation	Hedges and trees
Street type	Residential lane, the most northerly row sits along a minor access route, the middle row is on a gravel lane and southern lane is accessed along a pedestrian pathway (also a privately owned driveway)
Detractors	No significant detractors, this area exhibits a strong sense of character.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Frant Field Character Area:

The consistent palette of multistock and red brick should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

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Design Guidance

Traditional brick walls/ hedged boundaries which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced.

Area Characteristics

The area consists of three rows of late 19th century semi-detached houses, all built to a similar design, with simple gabled roofs, central squat chimney stacks, symmetrical and well-proportioned windows and doors set in multistock brickwork, with red brick quoining, string courses and head and sill features. The two northernmost terraces have a back-to-back layout, with long rear gardens and shallow fronts. The southern terrace is accessed via long front gardens, with shallow back yards and high brick walls backing onto the Churchyard. The gravelled frontage to the central terrace creates an informal, pedestrian friendly approach to these properties.



Views

There are views across the Market Yard towards the Church from the western edge of the area, and the southernmost terrace looks out over the Churchyard.



Boundaries

The frontages are either open or with low hedges. There are brick walls on the boundary with the Churchyard, and some fencing to flank boundaries.



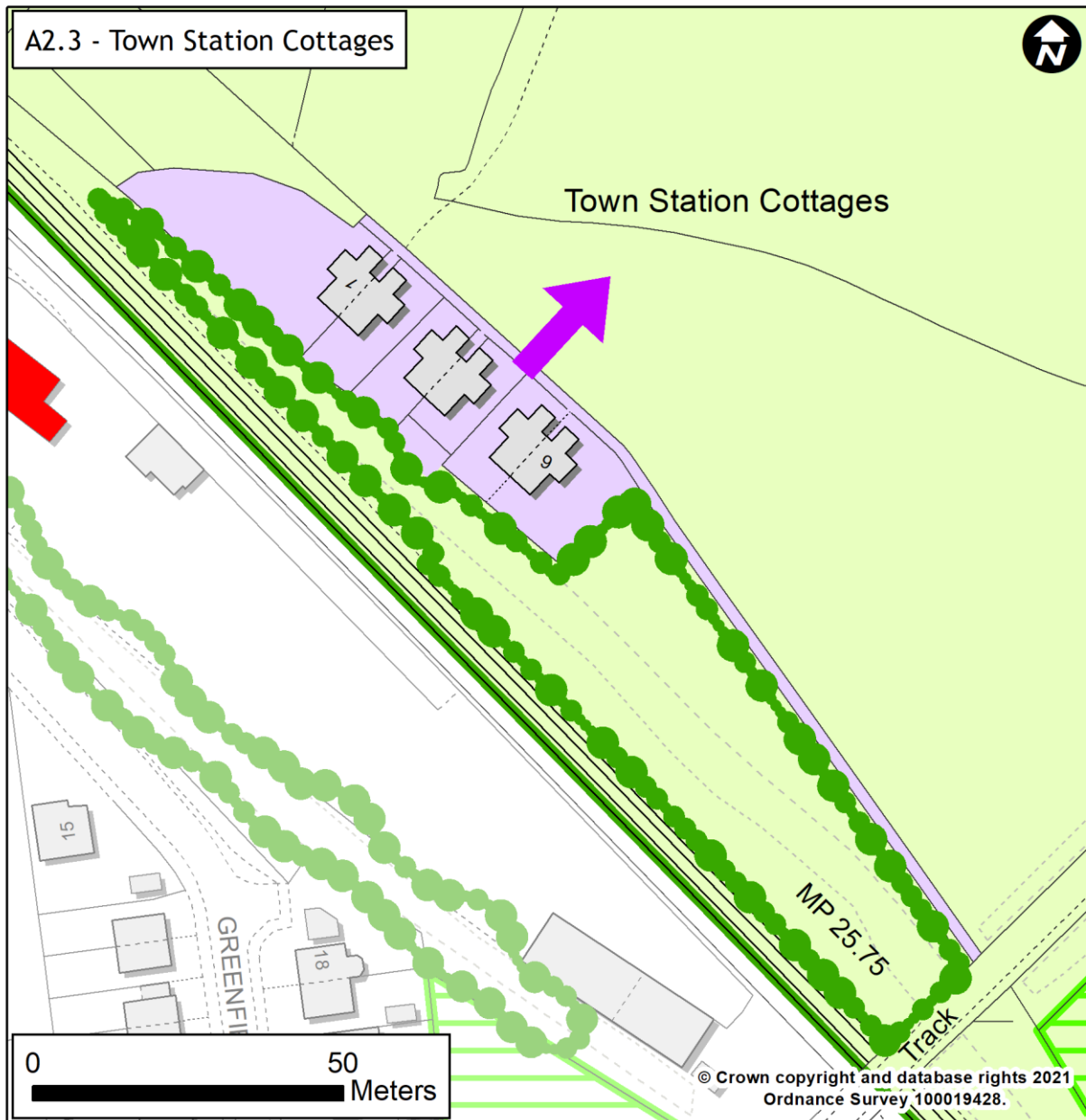
Detailing

The consistent detailing to the brickwork, and repeated form and scale of the late 19th century housing, creates a distinctive character to this area. The details include a projecting curved head above a shallow gauged arch over the windows and cant brick sill below. A red brick dentil course runs round at first floor window sill level.














A2.3 Town Station Cottages

Comprising Town Station Cottages.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of three pairs of semi-detached cottages that lie parallel to the railway line. The cottages were built in the late 1800's to house the railway workers. They form part of the of the railway grouping associated with the Edenbridge Town Station and the Grade II Listed Former Goods Shed located on the opposite banks of the railway tracks.

A2.3 Town Station Cottages

Locally Distinctive Contextual Features	Description
Age of buildings	Late 1800s (Victorian)
Type of buildings	Three pairs of semi-detached properties
Main uses	Residential
Building heights	2 storey
Prominent building materials	White render with tiled roofs
Predominant boundary treatments	Brick, closeboard fencing and hedges
Open space/ vegetation	Hedges and trees
Street type	Accessed by a pedestrian path that runs to the south east connected to a track
Detractors	No significant detractors, this area exhibits a strong sense of character.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Town Station Cottages Character Area:

The set back of the existing buildings and sense of enclosure should be respected.

The rhythm of the roof form and chimneys should be respected.

The relationship of this character area and the railway grouping associated with the Edenbridge Town Station and the Grade II Listed Former Goods Shed should be considered.

Connectivity to and from this character area to the rest of the town should be enhanced.

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Area Characteristics

The three pairs of semi-detached, two storey cottages lie parallel to the railway line. The cottages were built for railway workers in the late 19th century and had a pedestrian link to the railway station to the north-west. The cottages are now accessed from Forge Croft by a pedestrian path that runs along the rear of the houses. The frontage of the buildings have white rendered projected, M-gables that face out to the railway line, with pitched tiled roofs to the rear. The buildings are simple in form and create a rhythm in the roofscape through the use of gables and chimneys, creating a distinctive character.



Views

Glimpses of the roofscape can be viewed from the western side of the railway tracks when looking towards the character area. The main views from the cottages are those looking beyond the path towards the open fields, hedges and trees to the east.



Boundaries

The path is enclosed by hedges along one side and fencing to the open fields which bring you to the rear of the buildings which have enclosed boundary treatments such as the side of the brick outbuildings and closeboard fencing.



Details

The houses are simple in form and have some detailing such as roundels on the frontage and a stringcourse, marking the differentiation between ground and first floor.

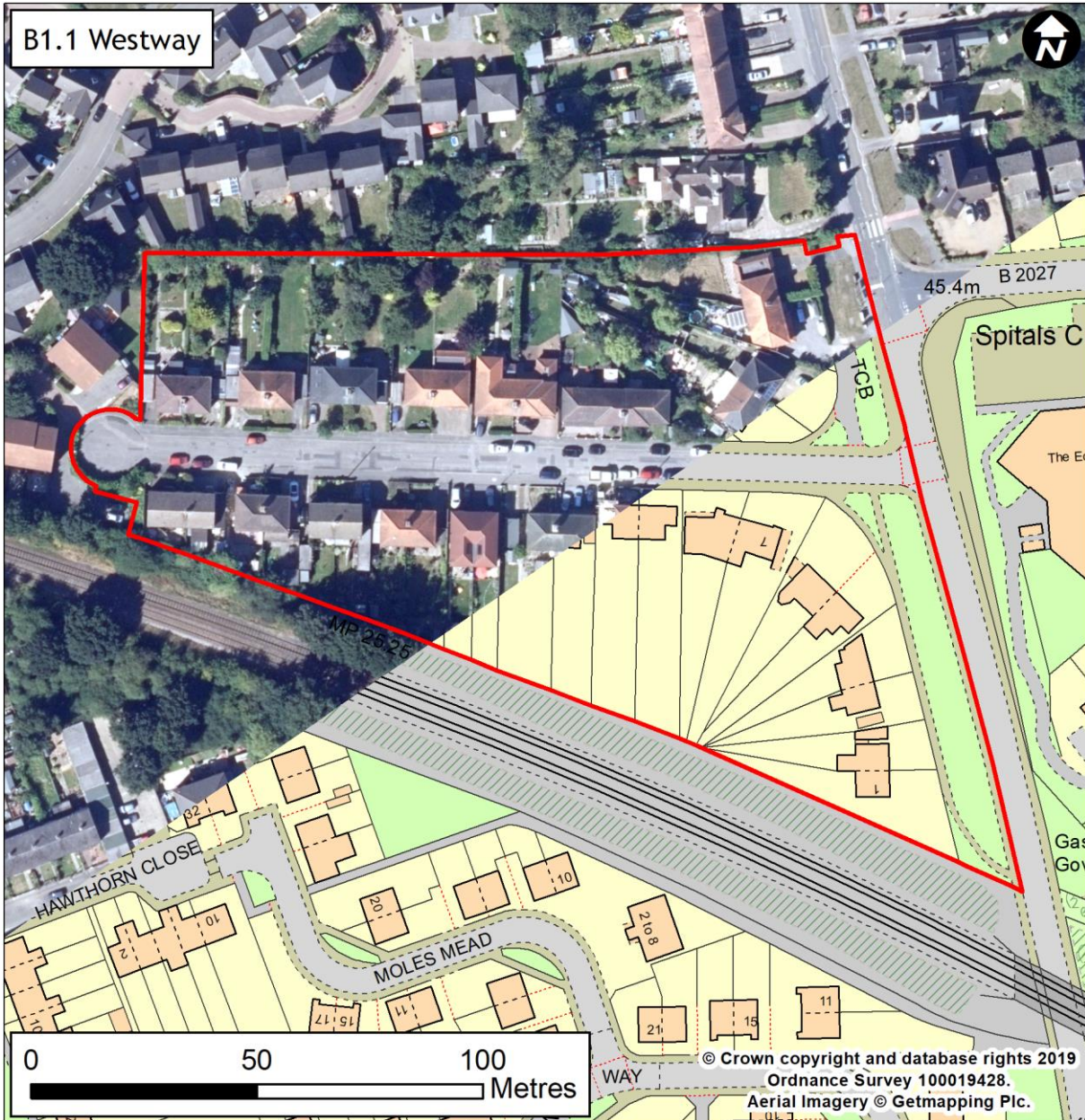


B. Inter-war Character Area (1919 – 1939)

Locally Distinctive Contextual Features	Description
Age of buildings	1920 and 1930s (with some post-war infill)
Historical Context	Semi-detached properties, on a similar plot size, behind an enclosed front garden was typical of the time period. Housing design features include hipped roofs, chimneys and decorative features (i.e. hung tiles, brick detailing and terracotta diamond motifs)
Type of buildings	Mostly semi-detached with some terraces
Main uses	Residential
Building heights	Predominantly 2 storeys
Prominent building materials	Red brick, white render, brick and tile hanging and clay roof tiles
Predominant boundary treatments	Trees, hedges, brick walls and fences
Open space/ vegetation	Grassed open spaces with some mature trees and grass verges
Street type	Residential streets, mostly cul-de-sacs.
Variations	
No variations of style across this character area	

B1. Inter-war Semi-detached

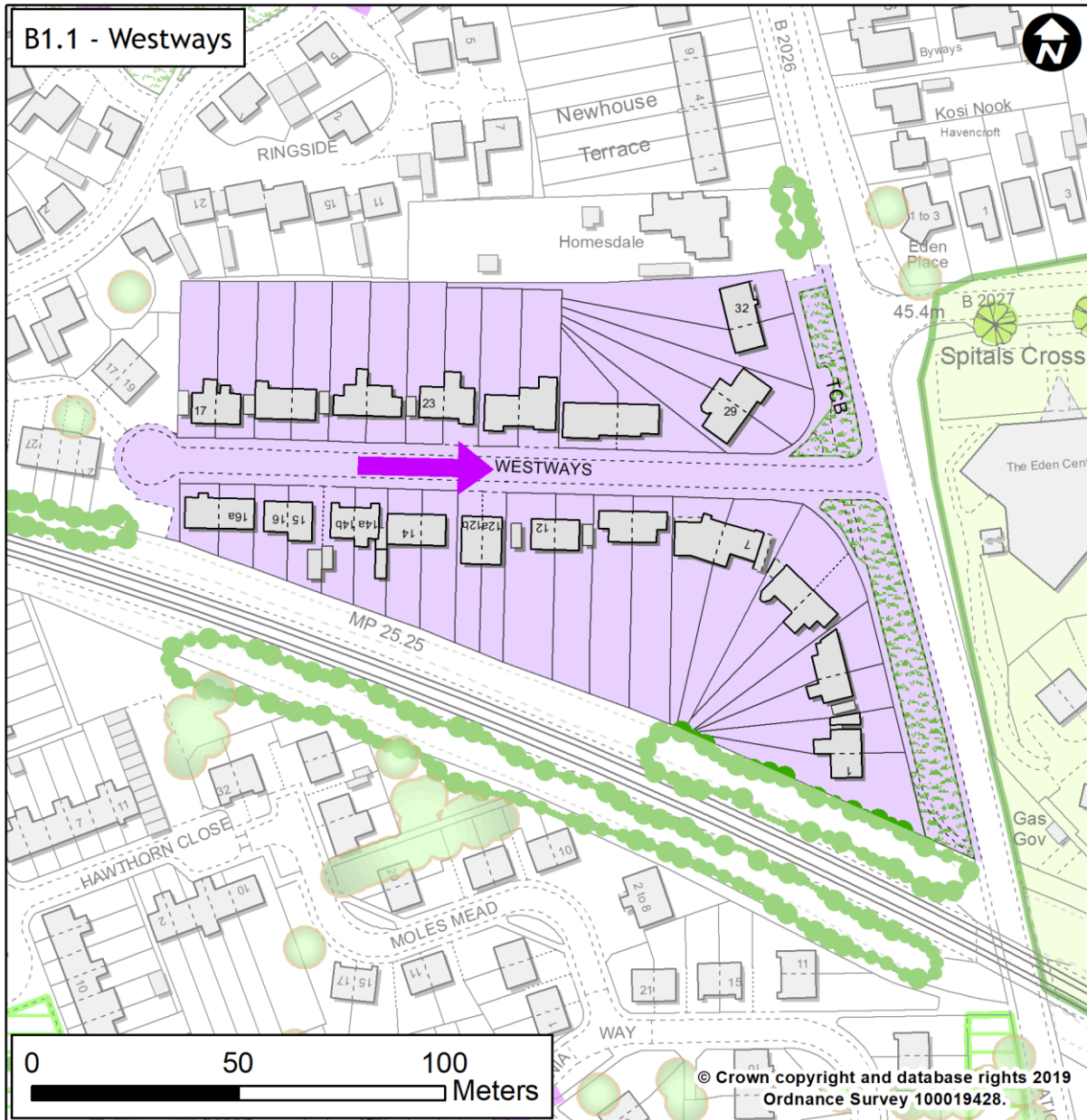
Semi-detached properties set in a similar plot size with rear gardens. Most properties face onto the road and are set back with boundary treatments from the public realm. Some character areas include small grassed areas of public realm.







An Example of an Inter-war Semi-detached Layout.

B1.1 Westways

Comprising Westways.




Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area, a wedge shaped piece of land just to the north of the Uckfield railway line, was developed in the 1920-30s with pairs of semi-detached houses.

B1.1 Westways

Locally Distinctive Contextual Features	Description
Age of buildings	1920-30s plus 1960s infill
Type of buildings	Semi-detached
Main uses	Residential
Building heights	2 storeys
Prominent building materials	Brick and render
Predominant boundary treatments	Mix of hedges, low brick walls and fences
Open space/ vegetation	Grassed verge along Main Road
Street type	Cul-de-sac with pedestrian access to neighbouring character area
Detractor	<p>Pavement parking and overhead cables detract from the public realm.</p> 

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Westways Character Area:

The harmonious palette of brick and render, with pantile style roof tiles should be respected.

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Design Guidance

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

The rhythm of repeated hipped roofs, window and door openings, and chimneys, should be retained.

Traditional brick walls and hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The area was developed in the 1920-30s along a straight cul-de-sac with hipped roof, two storey semi-detached houses set in regular plot widths with long gardens, apart from three double plots left vacant which were subsequently infilled in the late 1960s. The layout of the houses curves around the corner from the Main Road into Westways. The far end of the cul-de-sac now provides pedestrian and emergency access through into the more recent St Johns Way development.

The regular hipped roof lines, squat central chimney stacks, consistent window and door arrangements and limited palette of materials, brick and render, all create a cohesive suburban character to the area, typical of that era.



Views

The view looking east along Westways is framed by trees and the landmark building of the glazed bay of the Eden Centre.



Boundaries

The frontages are mostly low brick walls and hedges.



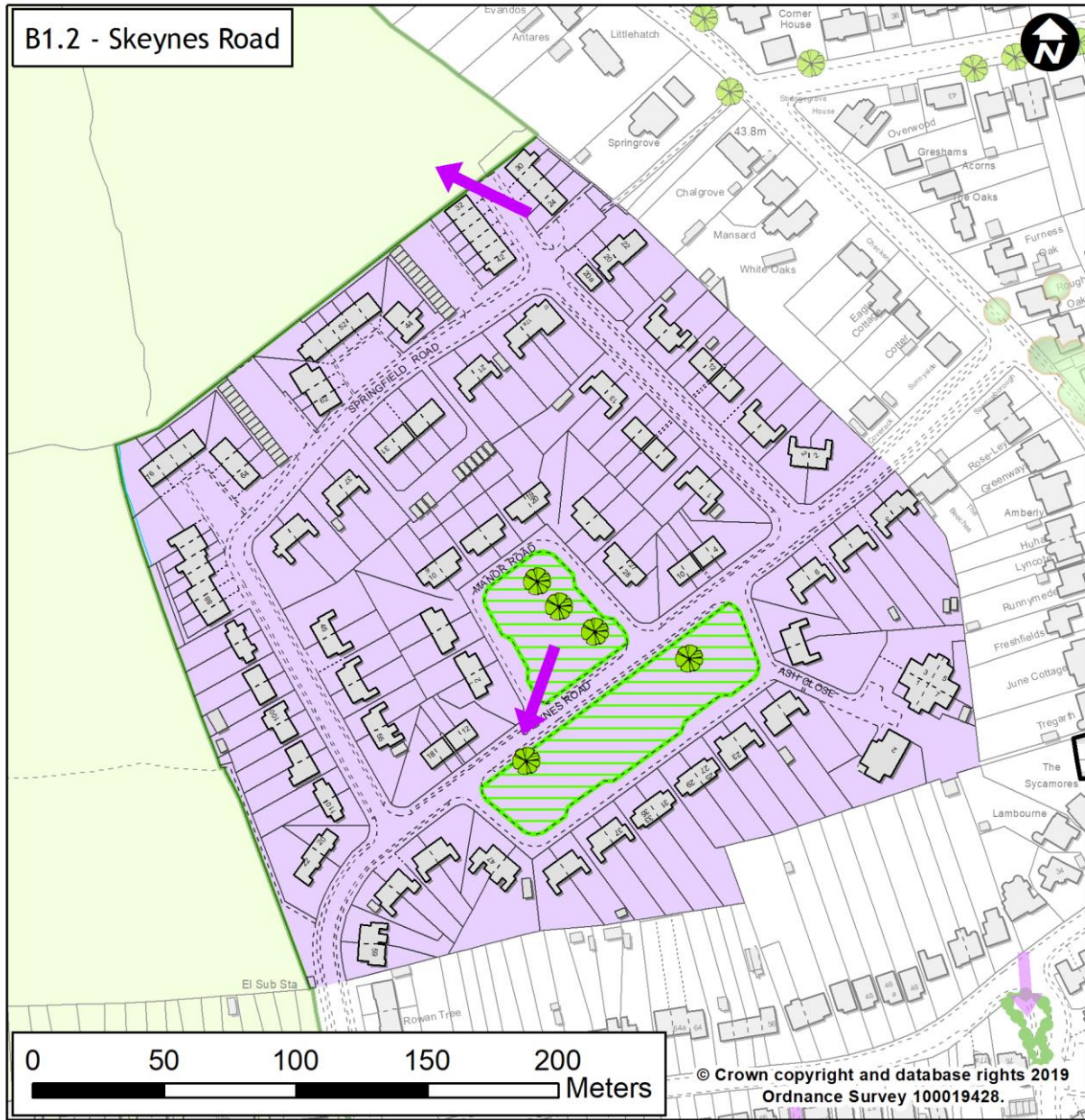
Detailing

Details common to the houses developed in the 1920-30s, which contribute to the distinctive character of Westways, include the brick quoin feature, the half round arches over a recessed porch and brick on edge lintels over the windows, the hipped roofs with pantile style tiles and central squat chimney stacks, and the cottage style fenestration.






B1.2 Skeynes Road

Comprising Skeynes Road, Springfield Road and Ash Close.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of residential properties developed in two main phases: public housing centred around a large green space on Skeynes Road, and south of Springfield Road was developed between the 1930-50s, and further public housing north of Springfield Road which was built in the 1970s. There has been further minor infill since then, including some Assisted Living accommodation in Ash Close. While there is a mixture of housing from different time periods the character of this area remains mostly from the interwar period.

B1.2 Skeynes Road

Locally Distinctive Contextual Features	Description
Age of buildings	1930s, 1970s and 2000s
Type of buildings	Terraces, maisonettes and semi-detached
Main uses	Residential
Building heights	2 storeys
Prominent building materials	Red brick, tile hanging
Predominant boundary treatments	Hedges, picket fences or open
Open space/ vegetation	Green spaces, mature trees and vegetation with benches and bins located within the green areas
Street type	Residential streets set around greens
Detractors	There are numerous blank flank walls which reduces the quality of public realm level, through lack of active frontages, with little natural surveillance, especially when overlooking the street and the park

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Skeynes Road Character Area:

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Design Guidance

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The open green space should be retained to maintain the character of the inter-war housing area.

Area Characteristics

The Skeynes Road estate was originally laid out in the 1930s, centred around a large green space with some now mature trees. The red brick two storey houses are well spaced with large gardens, mostly comprising pairs of simple gabled semis, with squat central chimneys and cottage style windows and doors



Further houses were built in the 1970s, mostly in short terraces, tile hung at first floor, with separate garage courts, that sit perpendicular to the road.



There has been further minor infill since including a bungalow development in Ash Close providing Assisted Living accommodation, which is set back from the frontage facing layout of the main development. There is a pedestrian path that links to Crouch House Road.



Views

There are views across the adjacent fields at the far northern corner of the area. The main views are across the green space which has mature trees in the centre of the development. Street furniture (lighting, bin and bench) encourages use of the green space and creates an opportunity to take in the views across the green.



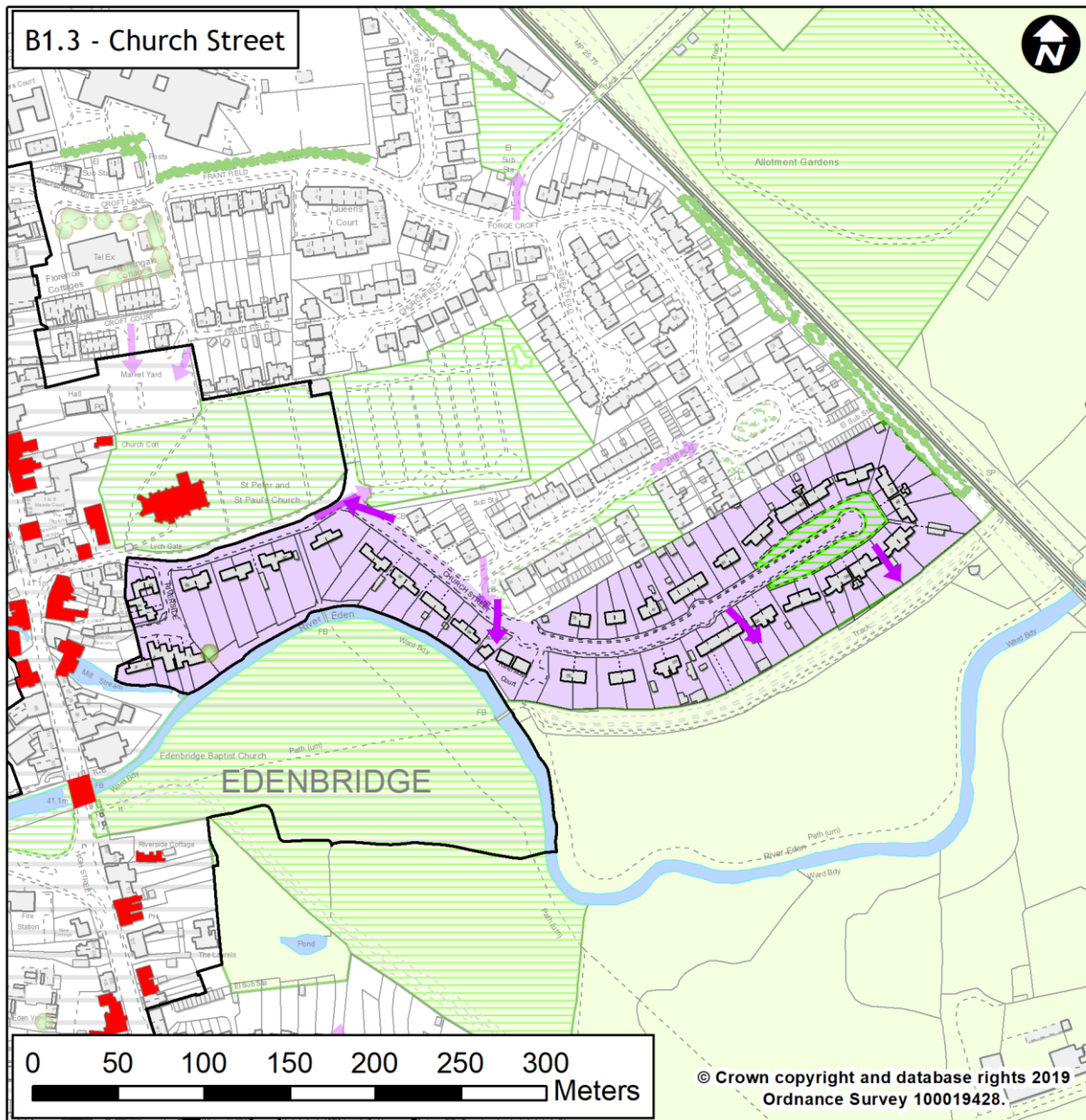
Boundaries

Boundaries are mostly hedges, low picket fencing, walls or open frontages, and there are grassed verges. Flank wall boundaries have higher close boarded fencing.














B1.3 Church Street

Comprising Church Street and Riverside.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of residential properties, developed in several phases from 1920s-1940s, with minor subsequent infilling, on land located between the Church and the River Eden.

B1.3 Church Street

Locally Distinctive Contextual Features	Description
Age of buildings	1920s-1980s
Type of buildings	Semi-detached and terraces
Main uses	Residential
Building heights	2 storeys
Prominent building materials	Render, brick and tile hanging, clay roof tiles
Predominant boundary treatments	Hedges and picket fencing
Open space/ vegetation	Views over river and fields between houses
Street Type	Residential, cul-de-sac, with footways
Detractors	Grassed areas in front of houses is now used for car parking which impacts adversely on the character of the area

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Church Street Character Area:

The harmonious palette of red/multi brick and colour washed render, and clay roof tiles should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

Design Guidance

The views of the fields and river, and of the Church and its associated areas, should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated but only where they would not impact on the boundaries of another property.

The setting of the adjacent Conservation Area should be preserved or enhanced.

The setting of the nearby Listed Buildings, in particular the Church, should be preserved.

Area Characteristics

The earliest development in this area (nos. 18-48) took place close to the Church and comprised well spaced pairs of semi-detached cottages in the 'Garden City' style, either rendered or brick, with gardens which ran down towards the river. They featured pairs of gables at the front, and hipped roof details elsewhere, well proportioned cottage style casement windows and the diamond terracotta motifs. These original features, and the rhythm created by the roofscape contribute to the distinctive character of this area.



The far end of Church Street was developed in the 1950s with white rendered terraces and semi-detached houses. Further infill, in the form of a house and some flats, has taken place more recently on the corner between numbers 48 and 50.



The next phase of development (no.s 31-53, and 50-68) took place in the 1930s, with pairs or terraces of brick built, hipped roof cottages, again widely spaced, and set out on the gentle curve following the river.



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At the western end of Church Street is Riverside, a small development of flat roofed houses and bungalows, dating from the 1960s. While they are not in keeping with the adjacent Conservation Area, or the cottage style properties in Church Street, they are representative of their style for the time i.e. flat roof, horizontal window format at the front, generous window to solid ratio.



Views

There are views southwards across the river and the fields beyond through the gaps between the houses at various points. There are also views across towards the Church, Churchyard and Cemetery, especially at the western end of Church Street. A key view from the church looking west from this character area creates an important link to the high street.



Boundaries

Frontages in older parts of this area are mainly hedges and picket fencing, which make an important contribution to the character of the area. At the eastern end of Church Street the frontages are generally open, and grassed frontages are now used for car parking.



Detailing

The earlier phases of development in Church Street includes details which contribute to the distinctive character of this area i.e. the terracotta diamond motif, the proportion and fenestration of the cottage-style windows, the brick header details above the windows, the chimneys and the porch brackets. The boundary walls and brick gateposts to the Churchyard and Cemetery on Church Street are important townscape features in this area. The Church is a landmark building and can be seen from certain points throughout this character area.

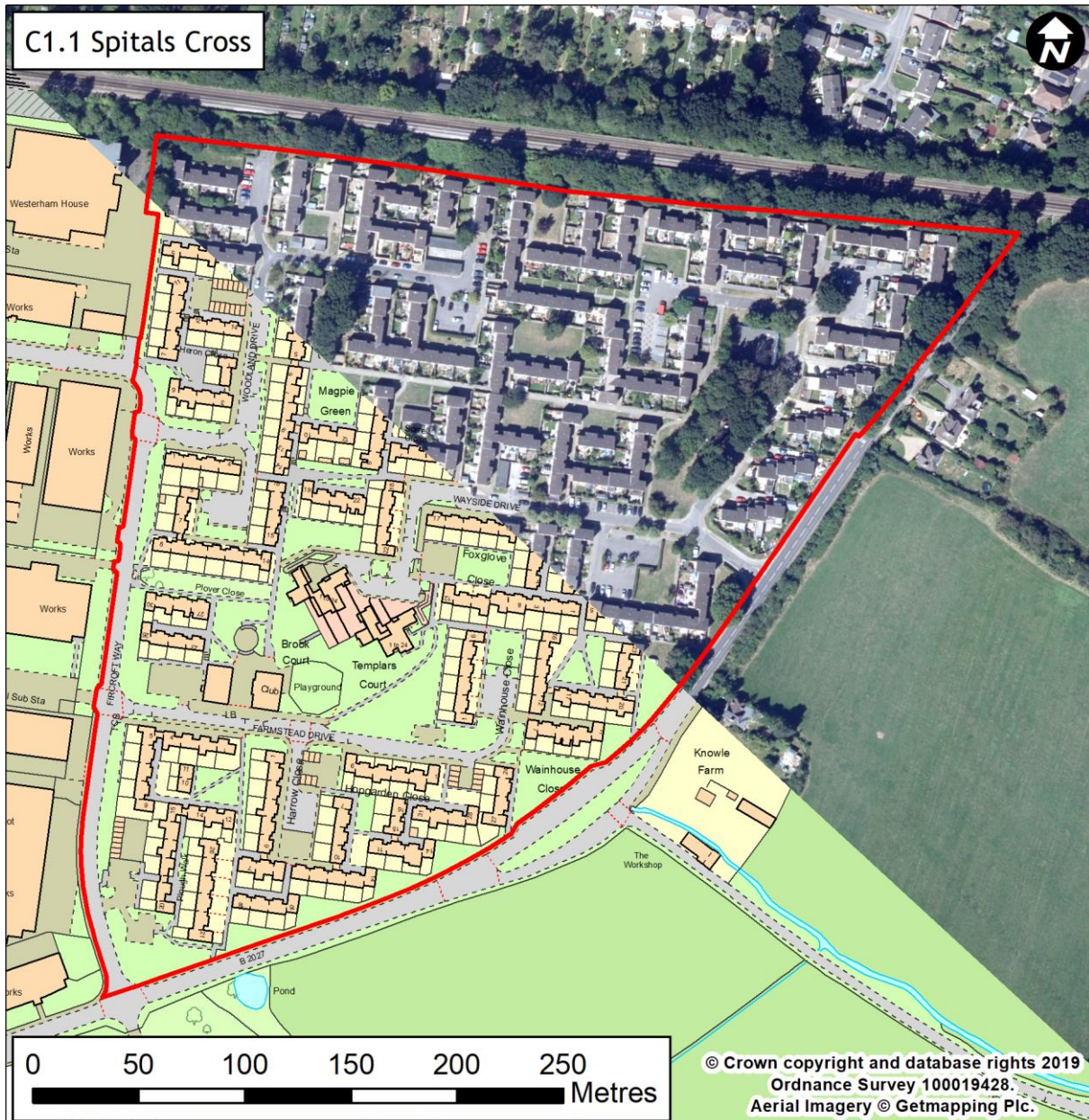


C. Post-war Character Area (1946 – 1970)

Locally Distinctive Contextual Features	Description
Age of buildings	Ranging from 1950s-1970s (with some recent infill)
Historical Context	Following the second world war, major growth came in the 1950s and 60s with private and public housing developments, including two London County Council estates at Stangrove Park and Spitals Cross – both hailed for the town-in-country design quality of the homes.
Type of buildings	Flats, terraced, semi-detached and detached houses
Main uses	Residential with some community facilities in the estates
Building heights	Predominantly 2 storeys houses with some 1 storey houses. Block of flats from 3 to 5 storeys.
Prominent building materials	Red brick, weatherboarding, tile hanging, render
Predominant boundary treatments	Trees, hedges, brick walls and fences
Open space/ vegetation	Open 'squares', mature trees, hedges
Street type	Residential streets, mostly cul-de-sacs. The estates have a segregated pedestrian network throughout the area
Variations	
C1. London County Council estates	
C2. Mix of housing types with green	
C3. Detached and semi-detached	

C1. Post-war London County Council Estates

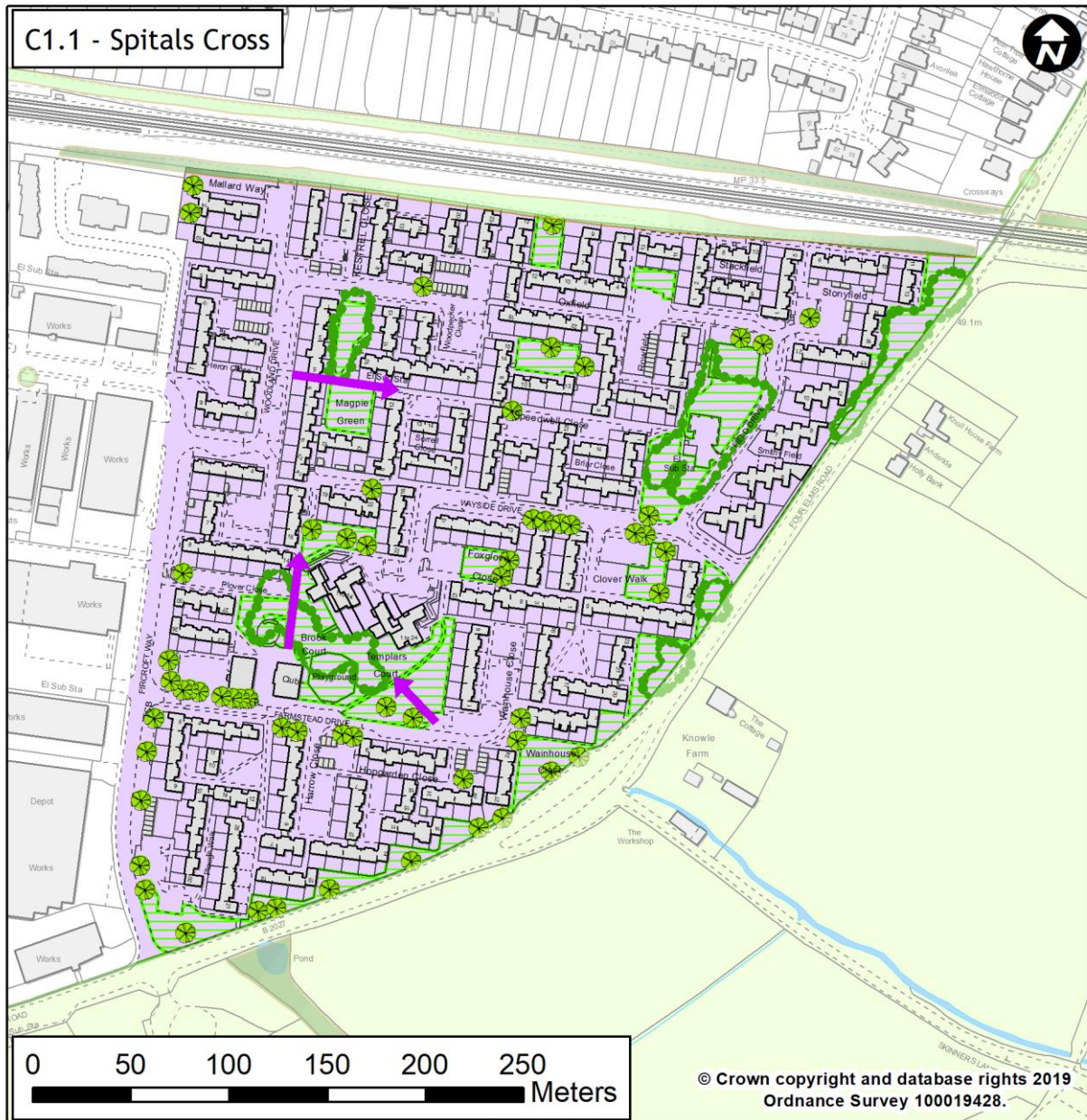
Predominantly terraced houses set perpendicular to each other with segregated pedestrian routes from vehicular routes with incorporated public realm. Housing does not face the street. Landscaping and green spaces are distributed throughout the area with access to seating, community facilities including shop(s) and play areas. Both areas were designed to foster a sense of community with the community facilities in the centre of the scheme and walkable routes that were separate from cars so they were safe to use. Both estates have block of flats with higher densities and a distinct architectural style that was unique to the area.



An Example of a Post-war London County Council Estate Layout.

C1.1 Spitals Cross

Comprising the vehicular routes of Farmstead Drive, Wayside Drive, Woodland Drive and Field Drive, plus numerous pedestrian routes.




Legend

- Character Area
- Conservation Area
- Listed Buildings
- Metropolitan Green Belt
- Green Space
- Open Spaces
- Tree Preservation Orders
- Important Tree
- Important Tree and Hedge Belts
- Body of Water
- Key Views

Historical Context

The Spitals Cross development formed the second phase of the London County Council (LCC) ‘overspill’ programme in Edenbridge in the 1960s, following on after the Stangrove Estate.

C1.1 Spitals Cross

Locally Distinctive Contextual Features	Description
Age of buildings	1960s
Type of buildings	Terraces, and flats
Main uses	Residential shop and community facilities
Building heights	2 storey houses and 5 storey flats
Prominent building materials	Multi stock brick, weatherboarding
Predominant boundary treatments	Brick walls and hedges
Open space/ vegetation	Green ‘squares’ and mature trees. Children’s play area, fenced sports court and community amenity square with seating and mature trees
Street Layout	Residential, gently curving cul-de-sacs that segregates the pedestrian network from vehicular traffic (influenced by Radburn principles)
Detractors	<p>Walled backs of ground floor gardens face the public realm and creates poor natural surveillance as well as inactive frontage. Although highly permeable, the area is not very legible making it confusing to navigate and can feel unsafe with a lack of overlooking. Garages can dominate the public realm and increase the amount of hardstanding. There is car parking and wheel marking across the green spaces.</p> 

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Spitals Cross Character Area:

The palette of multistock brick and stained weatherboarding should be respected.

Regular building lines should be respected. The monopitch roof and distinct roof lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional brick walls and hedged boundaries, together with mature trees and open spaces which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The area has a very consistent character formed by a limited palette of both multi stock brick and stained weatherboarding. The building, roof forms and layouts are simple i.e. relatively shallow monopitch roofs, short two storey terraces at right angles to each other, horizontal bands of windows, and high brick walls enclosing both the private gardens and the communal green spaces, through which a network of pedestrian pathways run.



The five storey blocks of flat are in the centre of the development, which overlook the shared communal facilities: a shop, a social club and play areas.



Views

The views within this area are mostly narrow vistas between terraces, or along the straight pathways, some of which are stepped with the contours of the site, but some views open out into the larger green spaces, often framed by the mature trees.



Boundaries

Most boundaries within the Spitals Cross area are formed with high brick walls, which enclose the private gardens to properties. In some places there are hedges and planting, softening the hard landscape.



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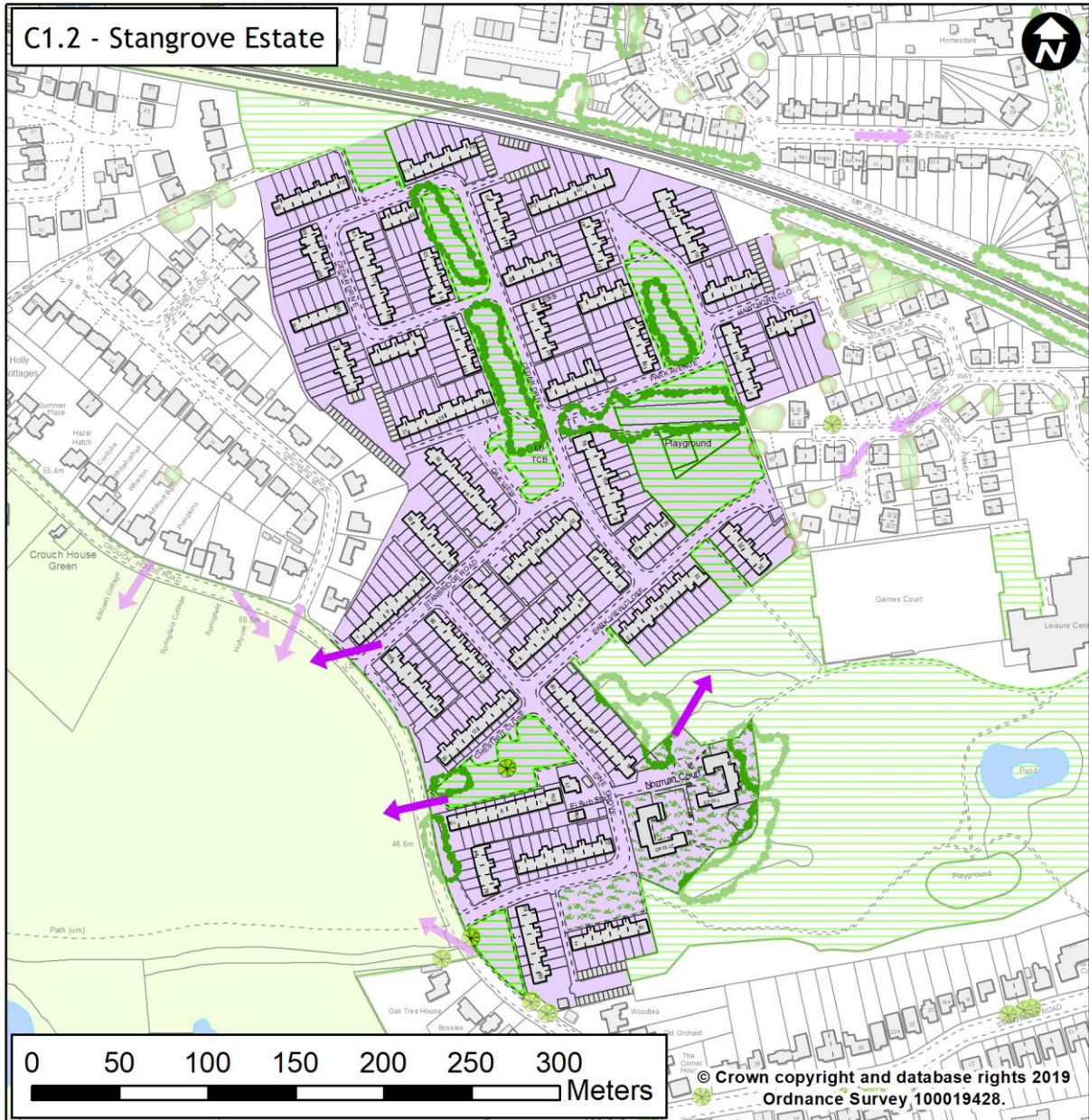
Detailing

The detailing within the Spitals Cross development has a consistency that contributes to its distinctive character. The monopitch roof edges are tight to the brick walls, and where the first floor of the terraces oversail the walkways, they are finished with the stained weatherboarding. There is a consistent pattern formed by the horizontal white framed windows, with weatherboarding above and below, sitting between vertical panels of brickwork on the taller elevations. On the elevations with the lower roof lines, the horizontal windows sit within plain brick walls.



C1.2 Stangrove Estate

Comprising Stanbridge Road, Oak View, Cedar Drive, Pine Grove, Park Avenue, Chestnut Close, Hawthorn Close and Park View Close.



Legend


- Character Area
- Conservation Area
- Listed Buildings
- Metropolitan Green Belt
- Green Space
- Open Spaces
- Tree Preservation Orders
- Important Tree
- Important Tree and Hedge Belts
- Body of Water
- Key Views

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Historical Context

The area was developed in the late 1950s- early 1960s, by London County Council, as 'overspill' housing, on land that would have previously been farmland, adjacent to Stangrove Park. This was originally the gardens of a large house, shown on the 1st edition Ordnance Survey Map of 1870, as 'Stangrove'.

C1.2 Stangrove Estate

Locally Distinctive Contextual Features	Description
Age of buildings	Late 1950s- early 1960s
Type of buildings	Terraced houses and flats
Main uses	Residential with a local shop
Building heights	Predominantly 2 storey and 3 storey flats
Prominent building materials	Brick, weatherboarding, concrete tile hanging
Predominant boundary treatments	Low fences, hedges, brick walls
Open space/ vegetation	Communal grassed green spaces, mature trees, play areas with access to Stangrove Park
Street type	Residential, gently curving cul-de-sacs with a loop road. Pedestrian linkages separate from vehicular traffic (Radburn influenced). Car parking courts to the back of housing.
Detractors	<p>Car parking and wheel markings across the green spaces has damaged the grassed surface, and also detracts from the quality of the landscape. Blank elevations and high brick walls and fencing minimise opportunities for passive surveillance of the green spaces they overlook.</p> 

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Stangrove Estate Character Area:

The original palette of dark stained weatherboarding, brick and concrete tile hanging should be respected

Regular building lines, the set back of existing buildings and sense of enclosure should be respected

The views into Stangrove Park, and across adjacent fields should be retained

Hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated. Green spaces could be enhanced by improving landscaping, planting and street furniture (i.e. benches)

Area Characteristics

The area consists of simple, shallow gable roofed terraces facing onto a mix of straight roads, around green areas and along walkways. The gable walls are brick, with the fronts and backs originally clad in a limited palette of materials of brick, dark stained weatherboarding or concrete tile hanging. This palette has been extended by homeowners over the years to now include white upvc weatherboarding and colourwashed brickwork or render.



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The same basic house layout creates either a flat fronted terrace, with living room windows to the front, or an elevation modulated by a single storey flat roofed extension adjacent to the kitchen window, creating small entrance courtyards.



In addition to the terraces, there is also a small three storey flatted development, arranged in two u-shaped blocks set within a lawned garden at the western edge of Stangrove Park.



Within the Estate there are a number of green open spaces. However, these have been damaged as a result of using it for parking. Avenue of mature trees makes an attractive setting. There is also a small convenience shop located in the centre of the character area.





Views

The south-eastern boundary of the Stangrove Estate borders Stangrove Park, creating both green vistas through into the park as well as pedestrian routes, both formal and informal.



Properties facing onto Crouch House Road enjoy views across the adjacent fields:



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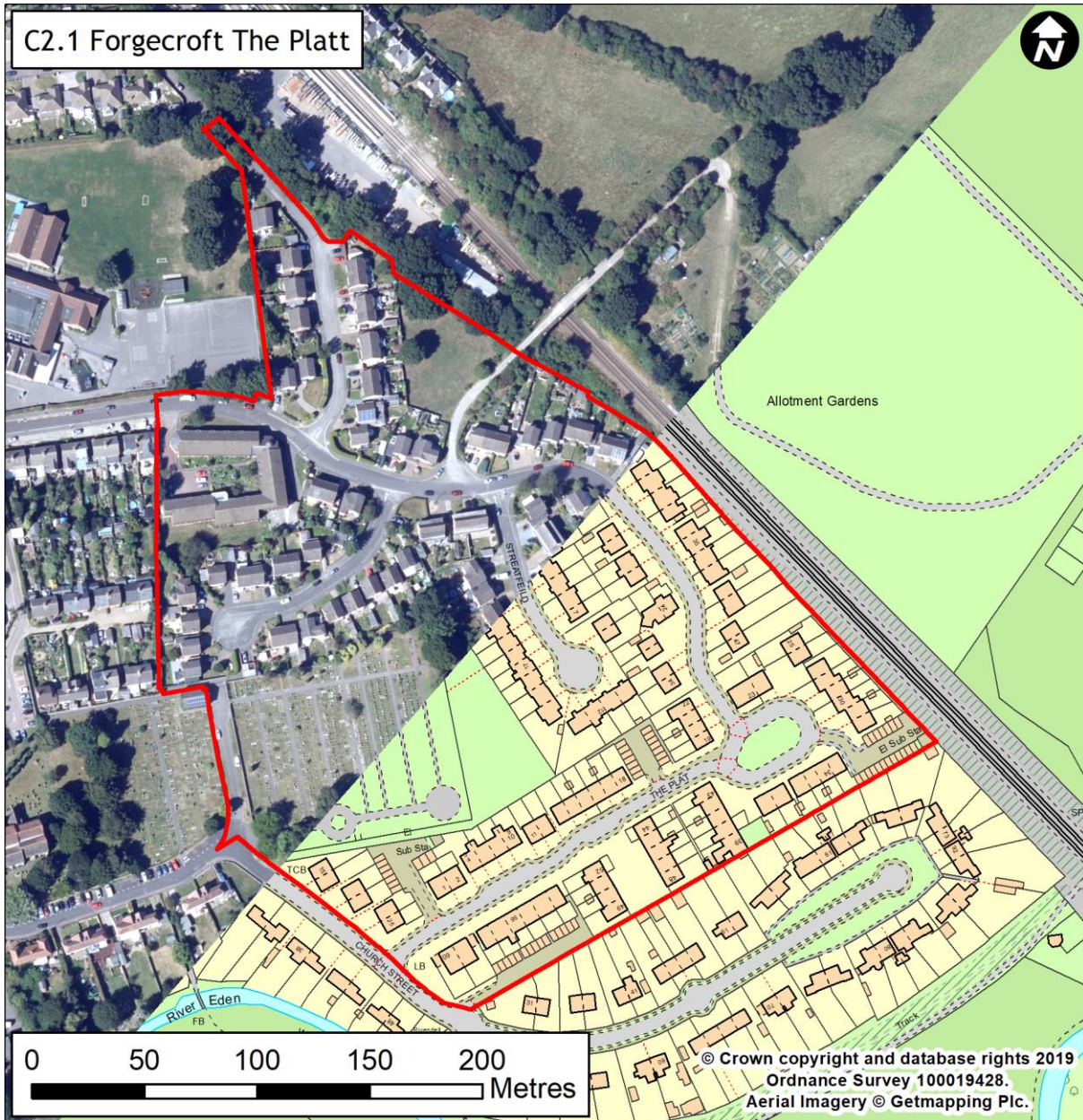
Boundaries

The flat fronted terraces have small front gardens set behind a range of boundary treatments- low picket fencing, low hedges and some brick walls, while the frontages with the flat roofed extensions generally have low fences enclosing the small hard landscaped courtyards. Some houses have brick walls as boundary treatment from between their back garden and the street.



C2. Post-war Mix of Housing Types with Green Space

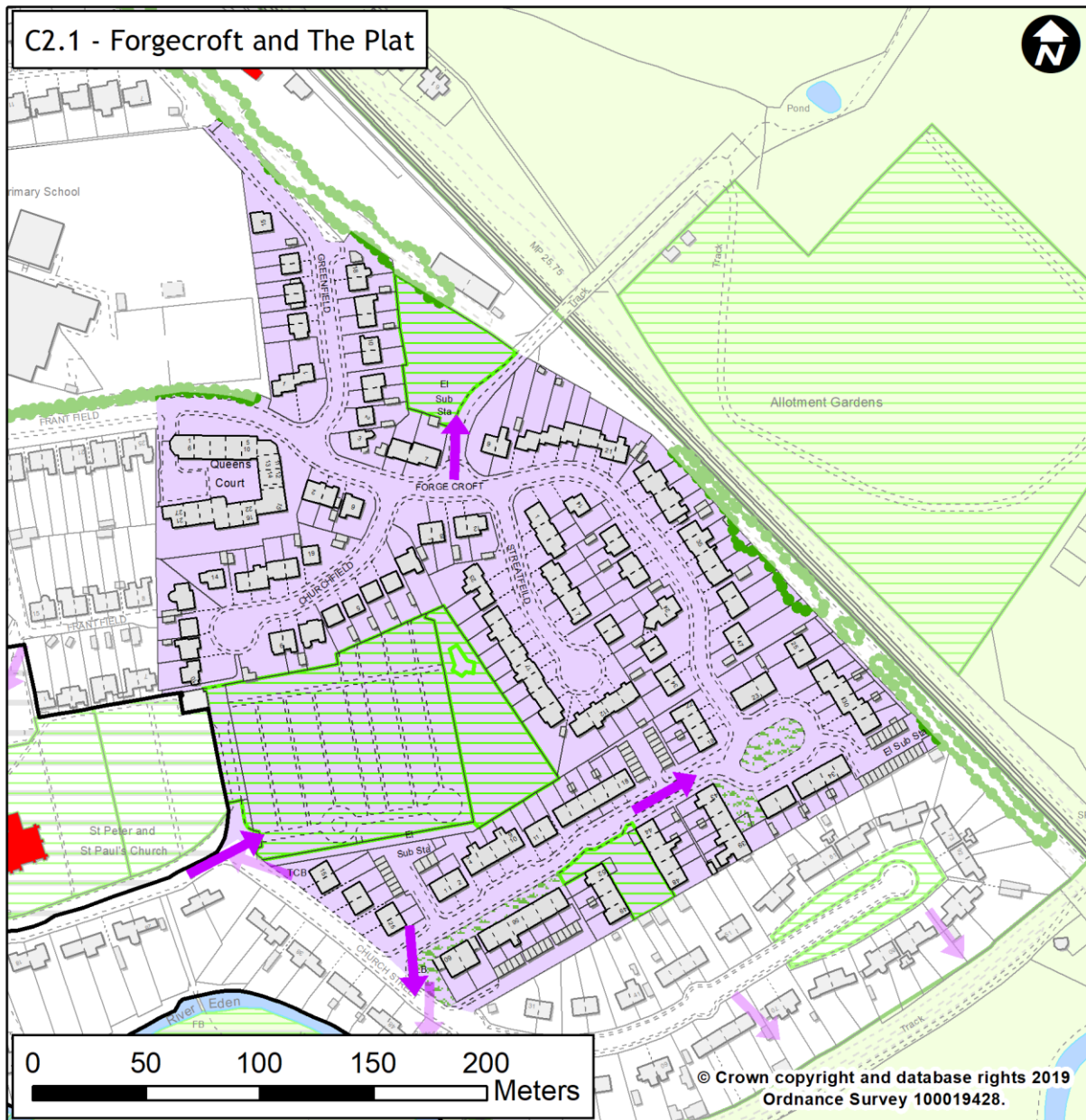
Detached, semi-detached and terraced housing which predominantly faces the street on short plots along cul-de-sacs (two short terrace blocks sit perpendicular to the street and face each other across a green). There are some small communal green spaces incorporated within the area and car parking courts with garages.



An example of a Post-war Mix of Housing with a Green Layout.

C2.1 Forgecroft and The Plat

Comprising Forgecroft, Greenfield, Queens Court, Churchfield, Streatfield, and The Plat.




Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

Historical Context

The area lying between the town centre and the Oxted-Uckfield railway line, and wrapping around the town’s Cemetery, consists of residential properties developed during the 1960-70s. The development of the private housing was undertaken by Gough Cooper Estates, and the public housing by the then local authority, Sevenoaks Rural District Council. Much of the site had been allotments prior to development.

C2.1 Forgecroft and The Plat

Locally Distinctive Contextual Features	Description
Age of buildings	1960-70s
Type of buildings	Detached, semi-detached and terraced
Main uses	Residential and Cemetery
Building heights	1 and 2 storey
Prominent building materials	Brick (buff, red, multi), tile hanging, render and weatherboarding
Predominant boundary treatments	Open frontages, hedges, planting and some trees
Open space/ vegetation	Cemetery, green area in The Plat, oval green at The Plat/Forgecroft plus other smaller green spaces
Street type	Residential streets with a loop road and cul-de-sacs, footway on both sides throughout
Detractors	<p>The utilitarian garage courts off The Plat detract from the overall appearance of the area. Blank elevations from some houses along the Plat detract from the streetscape.</p> 

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Forgecroft and The Plat Character Area:

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated but only where they would not impact on the boundaries of another property.

Area Characteristics

The private housing was developed by Gough Cooper around a series of curving cul de sacs off Forgecroft, and includes simple gabled semis and terraces, chalet bungalow style semis and some detached houses, utilising a wide range of brick colours, concrete tiles and horizontal timber boarding, with minimal reference to local vernacular materials or forms. The relatively even roof heights and spacing, and the repeated designs do help tie the development together.



The public housing around the Plat was developed mostly as terraces, one and two storeys, again utilising a wide range of brick colours, concrete tiles and render, with minimal reference to local vernacular materials or forms. Parking is provided in garage courts, as was customary in public housing at that time, but these are utilitarian in appearance. This development incorporates a series of green areas, including the oval 'Green' at the eastern end of The Plat, planted with trees, which creates a focal point.



Views

There are views across the fields from the southern end of The Plat where it joins Church Street, and glimpses of the green area of the Cemetery and the Church spire beyond and between houses. The small oval green where The Plat joins Forgecroft provides a focal point along both roads. Mature trees and vegetation along the railway embankment to the northeast of Forgecroft can be glimpsed between and above the houses.



Boundaries

The boundaries are generally open fronted, with driveways and lawned areas with some properties that have fences or small brick walls.



C3. Post-war Detached and Semi-detached

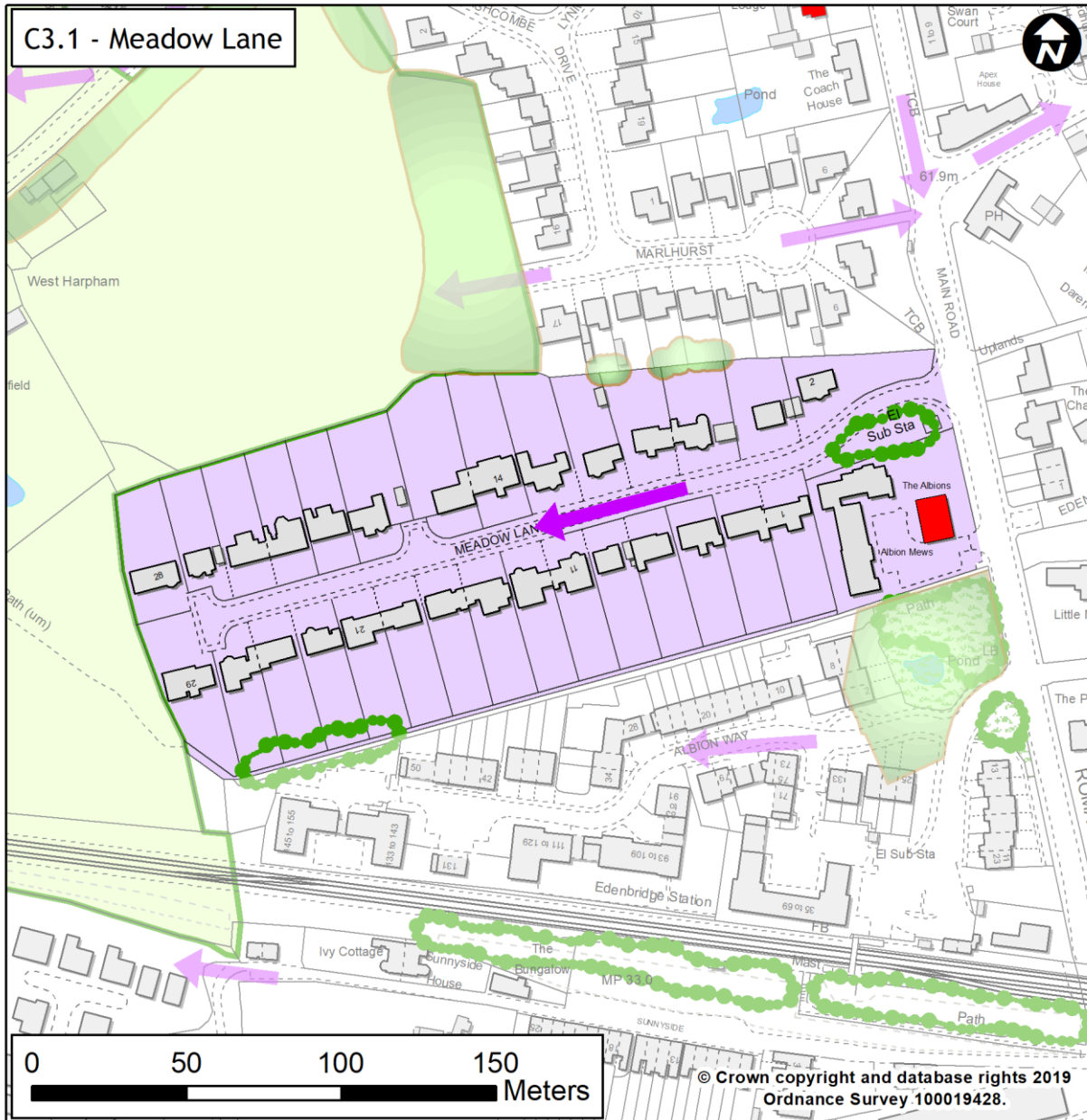
Mixture of detached and semi-detached houses mostly linear developments on relatively long plots with minimal public realm.














An example of a Post-war Housing with Detached or Semi-Detached Layout.

C3.1 Meadow Lane

Comprising Meadow Lane, The Albions and Albion Mews.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The Albion Hotel, a Grade II Listed Building, was built in the 1840s and was originally developed in association with the nearby railway line. It has since been converted into flats, known as The Albions. Meadow Lane was developed in the 1960s on former farmland.

C3.1 Meadow Lane

Locally Distinctive Contextual Features	Description
Age of buildings	Mostly 1960s, Albion Hotel 1840s
Type of buildings	Flats and detached houses
Main uses	Residential
Building heights	Mostly 2 storey, Albions is 3 storeys
Prominent building materials	Brick, tile hanging, render
Predominant boundary treatments	Open frontages, hedges
Open space/ vegetation	Small green space with trees on corner of Meadow Lane and Main Road
Street type	Residential, cul-de-sac and mews coming off main road
Detractors	No significant detractors, this area exhibits a strong sense of character.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Meadow Lane Character Area:

The harmonious palette of brick and render should be respected.

Regular building lines should be respected.

The hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of The Albions Listed Building should be preserved.

Area Characteristics

The Albion Hotel was converted into flats in the late 1980s/early 90s, and Albion Mews developed to the rear in the 1990s. Whilst The Albions is a white rendered three storey classical style building, the mews development is red brick with clay tile hanging above, and one and two storeys in height. The Albions has a permeable car park area to the north of the site and a car parking court lies between the Listed Building and the Albion Mews flats.



Meadow Lane was developed in the mid 1960s with large detached houses in rectangular plots set back along a straight cul-de-sac. The houses were developed in two phases, the first phase having hipped roofs with a central chimney stack, elevations of brick and render, and many featuring generous bay windows to the ground floor. The later phase includes both hipped and gabled roofs, and tile hanging and render to the first floor elevations.



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Views

The view along the street looking west is framed by mature trees which then looks out to green open space.



Boundaries

The boundaries along Meadow Lane are mostly open fronted with lawns and driveways, or with hedges and trees.



Details

The earliest houses built in Meadow Lane have some distinctive features: the generous curved bay window with a flat roof, brick string course between the brick and render, the shallow bonnet tiled hipped roofs with a central squat chimney stack and the simple pediment style corbelled porch over the front door.



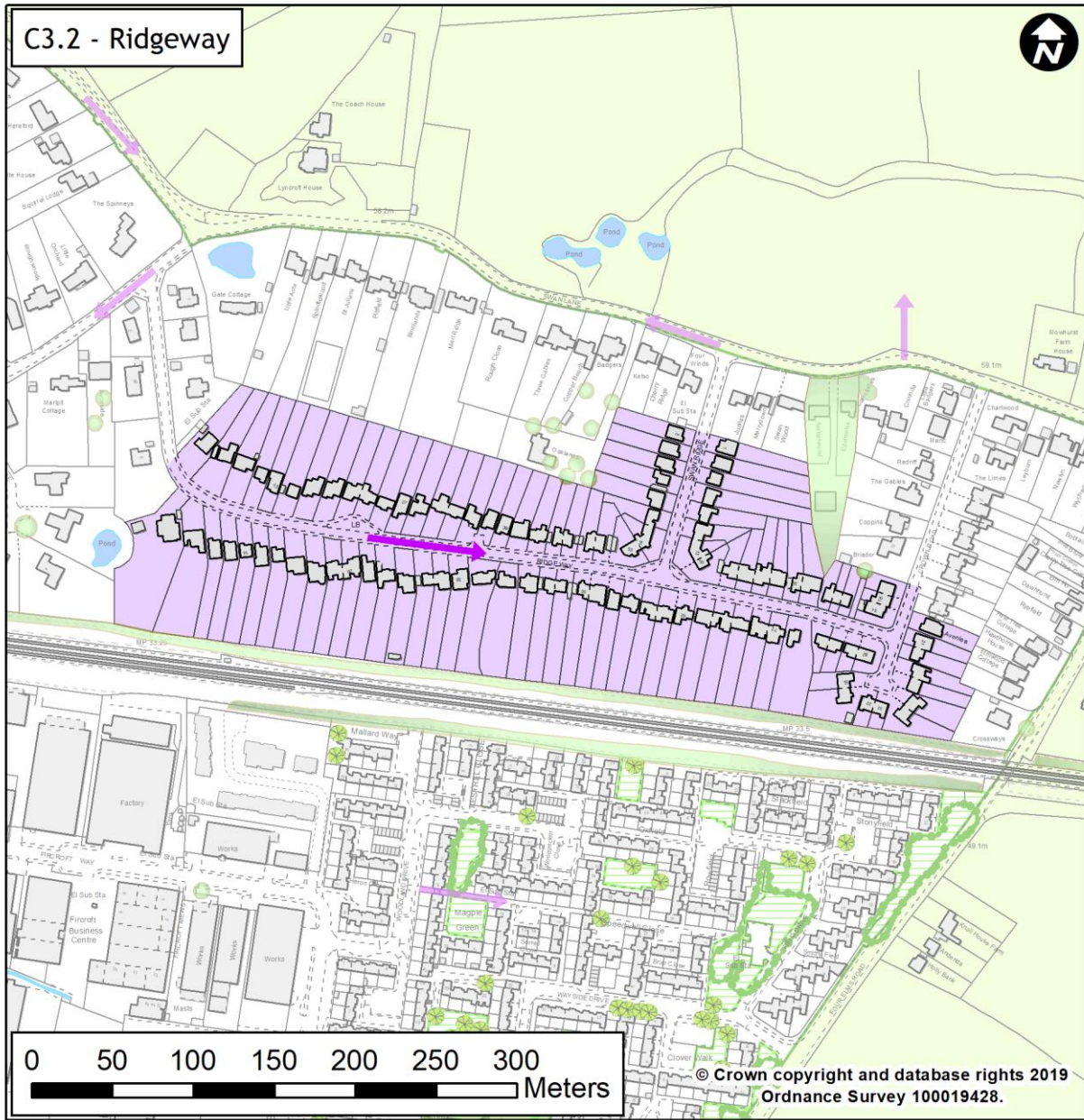
Listed Building

The Albions, originally the Albion Hotel, was 'presumably built in about 1841 and adjacent to the South Eastern Railway Station and typical of the commercial Palladian style usually associated with early railway development. Stucco facade of 3 storeys with symmetrical elevation. Ground floor base lined in imitation stone courses supporting flat pilasters carried up 2 storeys and surmounted by cornice with heavy square modillions and parapet concealing gutter and Welsh slate roof. Tripartite sash windows symmetrically placed and single sash windows over centre door. Small modern, half glazed door in centre. Left window altered to door. Consol bracketed cornices to 1st floor windows' (Description quoted from Historic England Listing. Accessed December 2019).







C3.2 Ridgeway

Comprising Ridgeway, Swan Ridge and Crown Road.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area was developed in the late 1950 - 1960s on former farmland sandwiched between the railway line and the properties on Swan Lane.

C3.2 Ridgeway

Locally Distinctive Contextual Features	Description
Age of buildings	1950-60s
Type of buildings	Detached, semi-detached
Main uses	Residential
Building heights	2 storeys
Prominent building materials	Brick, tile hanging
Predominant boundary treatments	Open frontages, hedges
Open space/ vegetation	Mature trees and hedges
Street type	Residential road with footways on either side
Detractors	No significant detractors, this area exhibits a strong sense of character

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Ridgeway Character Area:

The palette of existing materials, brick and tile, should be respected.

Regular building lines and the set back of existing buildings should be respected.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the green, leafy character of the area, should be retained or reinstated.

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Area Characteristics

The majority of this area was developed in the late 1950s, mostly detached two storey houses on rectangular plots with long gardens, set back behind hedges, low brick walls or open frontages. Elevations are generally brick in buff or brown, with concrete tiled roofs, with short chimneys. Roofs are a mix of gables and hips.



The far eastern end of Ridgeway, and up Crown Road was developed in the mid 1960s, and features mostly pairs of semi-detached houses, in buff brick with concrete tile hanging at 1st floor level.



Views

The view along Ridgeway presents a green, leafy vista, with the hedges, trees and planting dominating the streetscape, with buildings set back from the street.

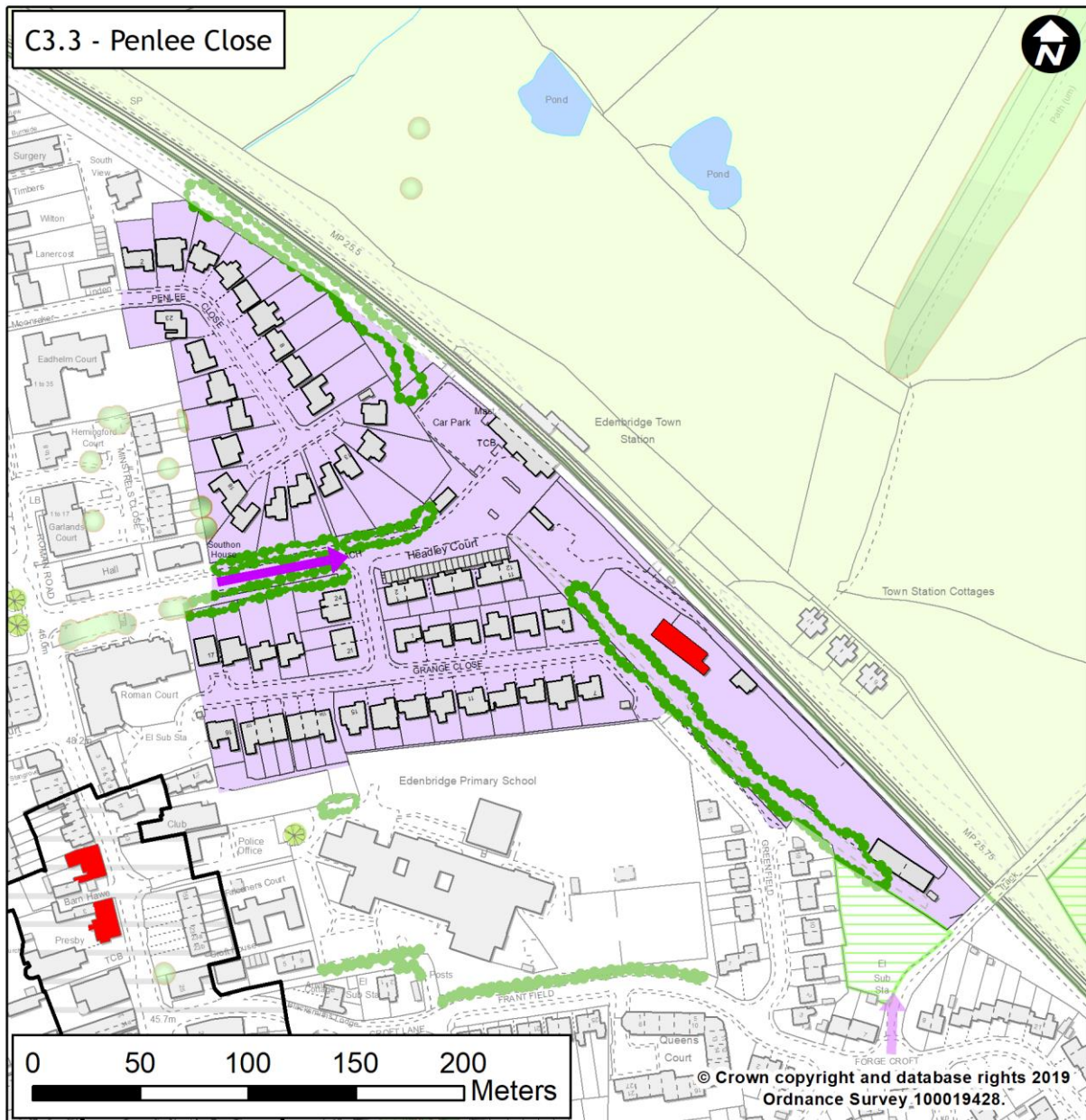


Boundaries












The boundaries are formed of either hedges, low brick walls or are open frontages with driveways and lawns, with the houses set well back, creating the green vista described above.

C3.3 Penlee and Grange Close

Comprising Penlee Close, Grange Close, Station Approach and Headley Court.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists predominantly of bungalows in Penlee Close and Grange Close, which took place in the 1950s to either side of Station Approach, plus the station and its associated buildings. Edenbridge Town Station opened in January 1888, connecting the town to London via Oxted. On the corner of Station Approach and the main road, there was previously a large house known as The Grange or Grange Villa, after which the Grange Close development was named. Penlee Close is named after the house called Penlee in Station Road, the garden of which was a nursery prior to its development in the 1950s. The site of the former Bowling Green in Grange Close had 6 houses built on it in 2017.

C3.3 Penlee and Grange Close

Locally Distinctive Contextual Features	Description
Age of buildings	1880s Station plus 1950s and 2017
Type of buildings	Detached, semi-detached, terraces and train station and timber merchant
Main uses	Residential, station and builders' merchants
Building heights	1 and 2 storey
Prominent building materials	Brick with some render and timber cladding on newer builds
Predominant boundary treatments	Hedges, low brick walls
Open space/ vegetation	Mature trees
Street type	Residential cul-de-sacs with footways
Detractors	The 20 garage parking row that lines the southern side of the station approach road does not contribute positively to the quality of the public realm. There is an opportunity to enhance the sense of arrival at the station forecourt.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Penlee and Grange Close Character Area:

The harmonious palette of brown plain roof tiles, red brick and white window and door detailing should be respected. The newer housing incorporates white horizontal weatherboarding which

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained. White frames is the common colour palette for this character area.

The rhythm of repeated gable ends, window and door openings, and chimneys (where appropriate) should be retained.

The long views of a tree lined avenue leading up to the station should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced.

The setting of the Listed Buildings should be preserved.

The character of the landmark buildings should be retained.

Area Characteristics

The first development in this area was that of the Edenbridge Town Station, and its associated outbuildings, including the now Grade II Listed former Goods Shed. Both feature the polychrome brickwork that was characteristic of the style of development by the London, Brighton & South Coast Railway at that time.



The former Goods Shed was listed because it is little altered externally, and is of a now rare building type. It is currently used for storage within the Builders' Yard adjacent to the railway tracks.



Penlee Close was developed in the 1950s, and comprises brick built bungalows set around a T-shaped cul de sac. The bungalows mostly have brown plain tiled hipped roofs, with either half round or bonnet tiles to the hips, and prominent chimney stacks. Front facing gables feature creasing tiles supporting the eaves.



Grange Close was developed in the 1950-60s with a mix of bungalows and chalet bungalows. The bungalows are very similar in design to those in Penlee Close. The two pairs of chalet bungalows feature flat roofed dormers, and originally had integral garages, now mostly converted into living space. Headley Court, a row of two storey semi-detached houses set above a garage block, overlooks the forecourt of the Station.



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The site of the former Bowling Green in Grange Close had six houses built on it in 2017. The houses are aligned in a terrace and follow the existing building line of the street. Four of the houses are two storeys and step down to one storey on either side of the development; fitting in context with the existing roof line of the bungalows. A black tarmac footway has been incorporated into the new development which links up to the existing footways. Car parking is located to the front of housing. Material differentiation on the streetscape is used at the front of the houses with red block paving for car parking, buff block paving for the footpath to the entrance and planting and hedges used as a boundary treatment which sits perpendicular to the road. The housing materials are predominantly made up of red brick on the ground floor and a white weatherboard for the upper storey. The weather board is on a front facing gable which comes forward slightly creating some relief in the built form along the streetscape.



Views

There are no distant views from within this area, but the trees along the railway embankment and Station Approach form a backdrop to Penlee Close. The views along Station Approach are tightly framed by mature trees.



Landmarks

The Edenbridge Town Station is a late 19th century building and sits at the end of Station Approach Road. The Station Master's section of the building is not currently in use.



Boundaries

The boundaries in Penlee Close and Grange Close are either open fronted, or with low brick walls or hedges.



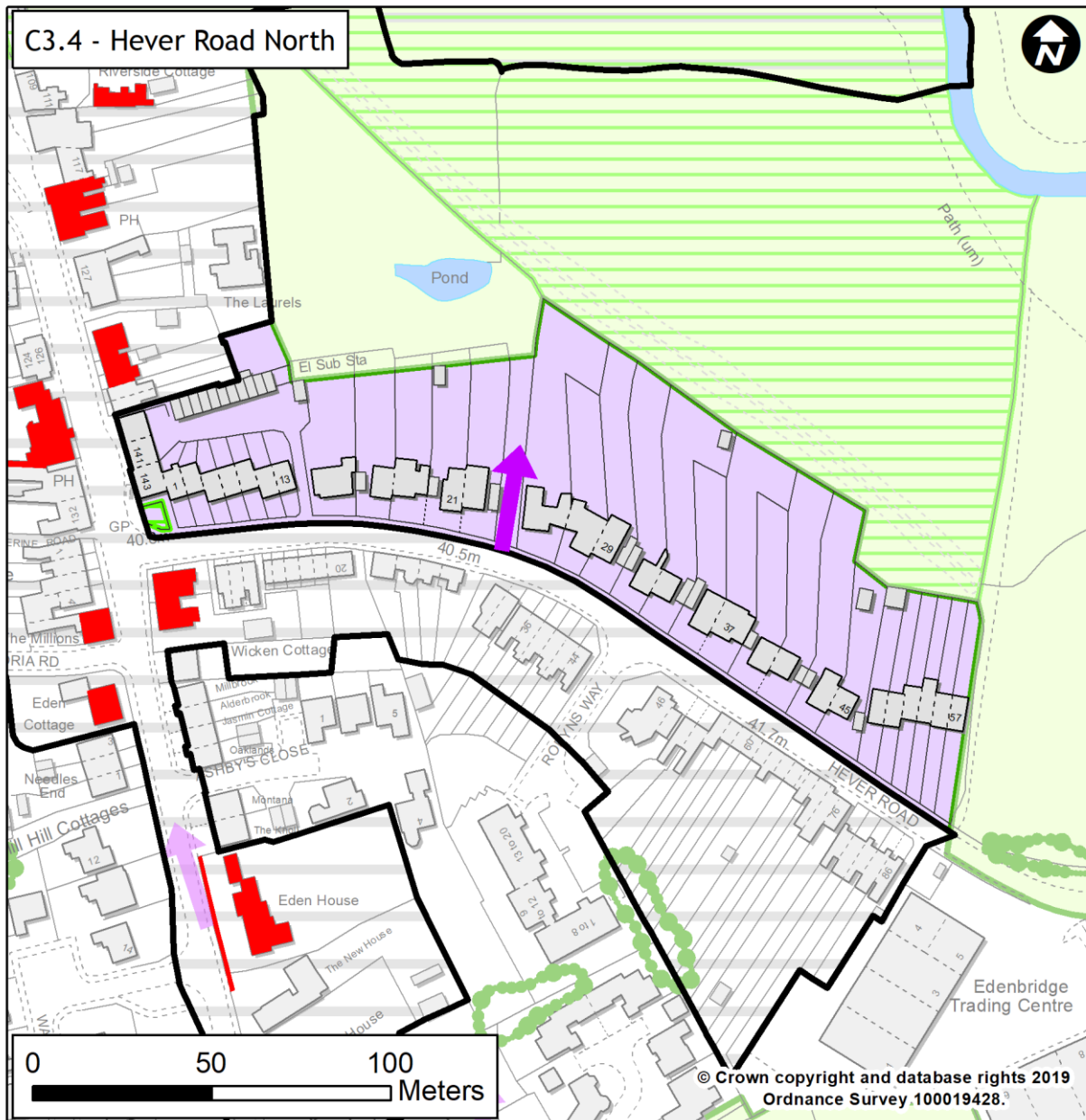
Listed Buildings

The former Good Shed at Edenbridge Town Station is Grade II Listed. It is an 1888 classical style goods shed. 'Constructed of red English bond brickwork with some grey headers and polychrome brick details in yellow and black bricks with gabled slate roof. (Description quoted from Historic England Listing. Accessed December 2019).














C3.4 Hever Road North

Comprising the westernmost end of Hever Road.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of housing fronting onto Hever Road, and the Conservation Area and backing onto the Green Belt land of the Town Field, which was developed between the 1950s and the 2000s.

C3.4 Hever Road North

Locally Distinctive Contextual Features	Description
Age of buildings	1950s to 2000s
Type of buildings	Terraces ,detached and semi detached
Main uses	Residential
Building heights	2 storey
Prominent building materials	Brick, render and tile hanging
Predominant boundary treatments	Low brick walls and planting
Open space/ vegetation	Glimpses of trees and open space to the rear between houses
Street type	Street, gently curved local distributor road which is the main route into Edenbridge from the east and eventually turns into a country lane in character
Detractors	The overhead wires and on street car parking on a narrow street detract from the character of the area.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Hever Road North Character Area:

The harmonious palette of brick and render should be respected

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

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Design Guidance

The views across the Town Field should be enhanced.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced.

Area Characteristics

The majority of the area was developed in the 1950-60s on open land which ran between Hever Road and the River Eden. The rear boundary of numbers 25-45 is bounded by the raised flood bund. The houses (no.s 15-45), built in the late 1950s, feature rendered front facing gables which create a pleasing rhythm to the streetscape when viewed along the gently curving road, and are sympathetic in scale to the late 19th century terraces facing them. The houses at the western end of Hever Road form a separate development, dating from the early 1960s, which turns the corner onto the High Street, and has a rear garage court.



The terrace of six houses at the western end of Hever Road was developed in 2000s on land which was previously the Bus Garage, and features a wider range of materials and dormer windows to the roof but is generally sympathetic in scale to the surrounding houses.



Views

There are views across the Town Field from the gated access between Nos. 23 and 25, and from the stile next to No. 57.



Boundaries

The boundaries of the houses along Hever Road are generally open or bounded by low walls and planting.

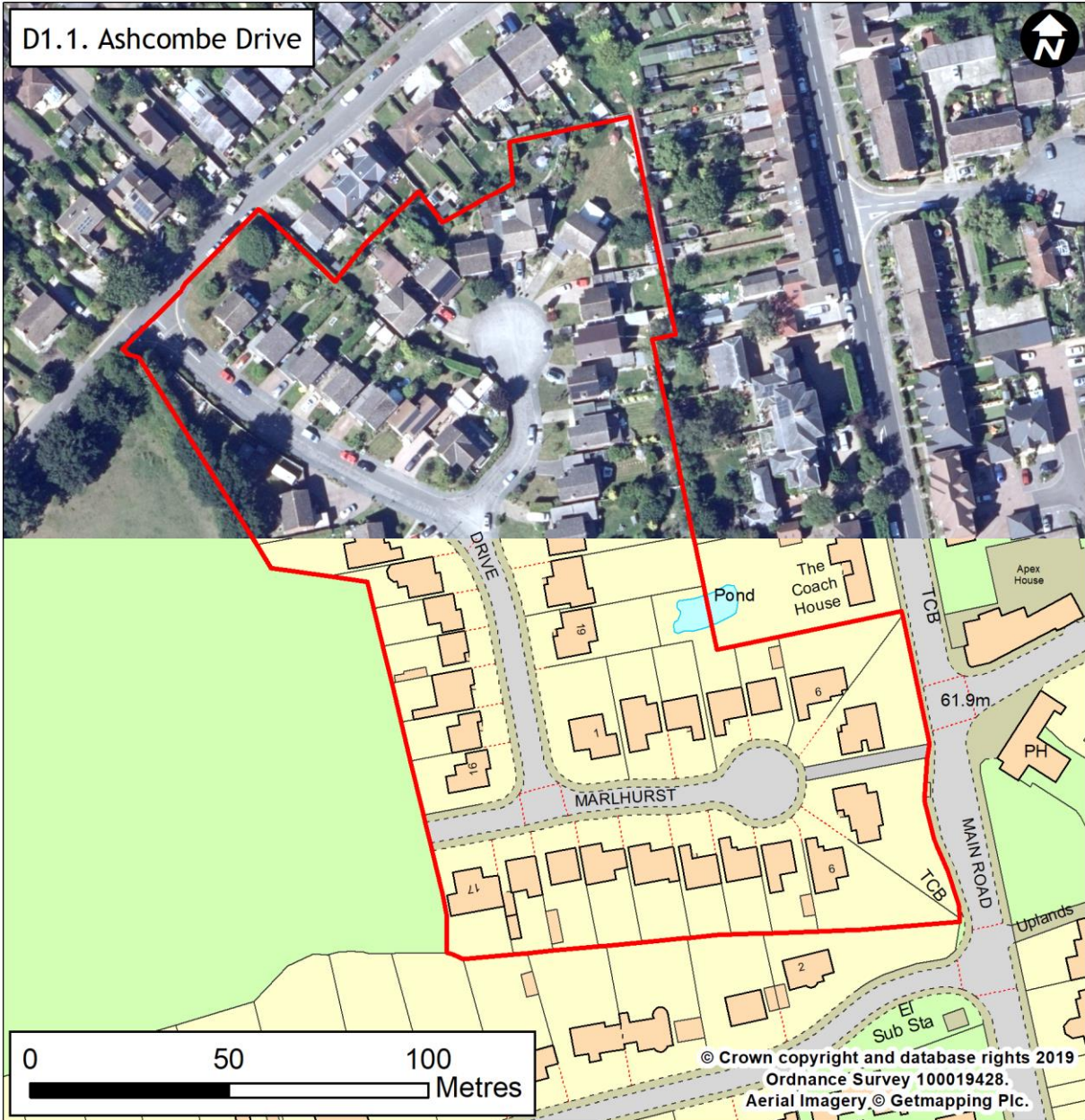


D. Modern Character Area (1970s – current)

Locally Distinctive Contextual Features	Description
Age of buildings	1970s – current day
Historical Context	In the 1970s, the Tannery in the town centre closed although at this time more housing was developed across Edenbridge. Further development took place in the 1980-90s on brownfield sites in the town. Between 1990s and 2000s the relief road, Mont St Aignan Way, was completed. Further residential developments were completed associated with the arrival of the new relief road.
Type of buildings	Mostly detached
Main uses	Residential
Building heights	2 storeys
Prominent building materials	Brick, tile hanging, weatherboarding some black and white framing
Predominant boundary treatments	Open frontages, hedges, grass,
Open space/ vegetation	Mature trees and for the mixed housing types (D3) there is usually more communal amenity green space
Street type	Residential, curved cul-de-sacs
Variations	
D1. Detached, along cul-de-sacs	
D2. Semi-detached and terraces along cul-de-sac	
D3. Mix of housing types, along cul-de-sac	

D1. Modern Detached

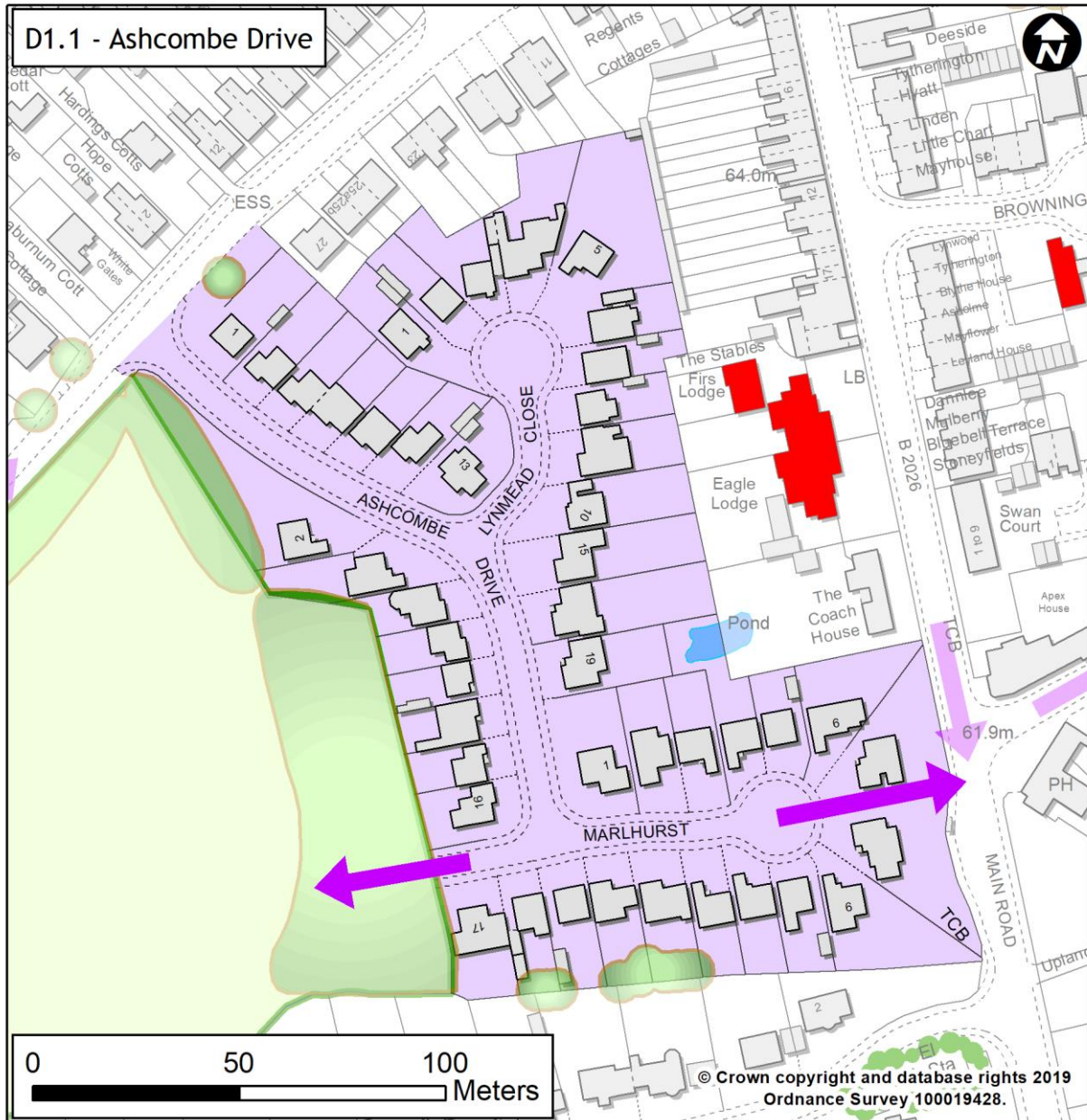
Mostly detached buildings set back on curving cul-de-sacs which create a rhythm of stepped building frontages.



An example of a Modern Detached Layout.

D1.1 Ashcombe Drive

Comprising Ashcombe Drive, Lynmead Close and Marlhurst.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

Historical Context

The area consists of two curving cul-des-sacs developed on former farmland in the 1970s with detached two storey houses.

D1.1 Ashcombe Drive

Locally Distinctive Contextual Features	Description
Age of buildings	1970s
Type of buildings	Detached
Main uses	Residential
Building heights	2 storey
Prominent building materials	Brick, tile hanging, weatherboarding
Predominant boundary treatments	Open frontages with hedges, grass and some trees
Open space/ vegetation	Linear, open, green space near entrance of area.
Street type	Residential, cul-de-sac with footways
Detractors	No significant detractors, however the area has minimal reference to the local vernacular in materials or forms.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Ashcombe Drive Character Area:

Any development should follow the form, character and materials of the existing development.

The mature trees which contribute to the character of the area should be retained or reinstated.

Development should respect the open and green space to the front of the properties.

Design Guidance

Some existing properties have solar PV panels on roof. Future development should promote best practice to improve energy and water efficiency for all new developments.

Area Characteristics

The area was developed in the 1970s with detached houses, with predominantly simple gabled roofs and elevations of multi stock bricks, concrete tiles and horizontal timber boarding, and flat roofed entrance porches, with minimal reference to local vernacular materials or forms.



Entrance to the character area has an open space with soft landscaping (grass) which is equivalent in size to the adjacent plot. There is an opportunity to incorporate street furniture (bench, bin etc.) to utilise the open space.



Views

There are views over the adjacent fields from the western end of Marlhurst, and views through the pedestrian link to the main road with the pub as a landmark.



Boundaries

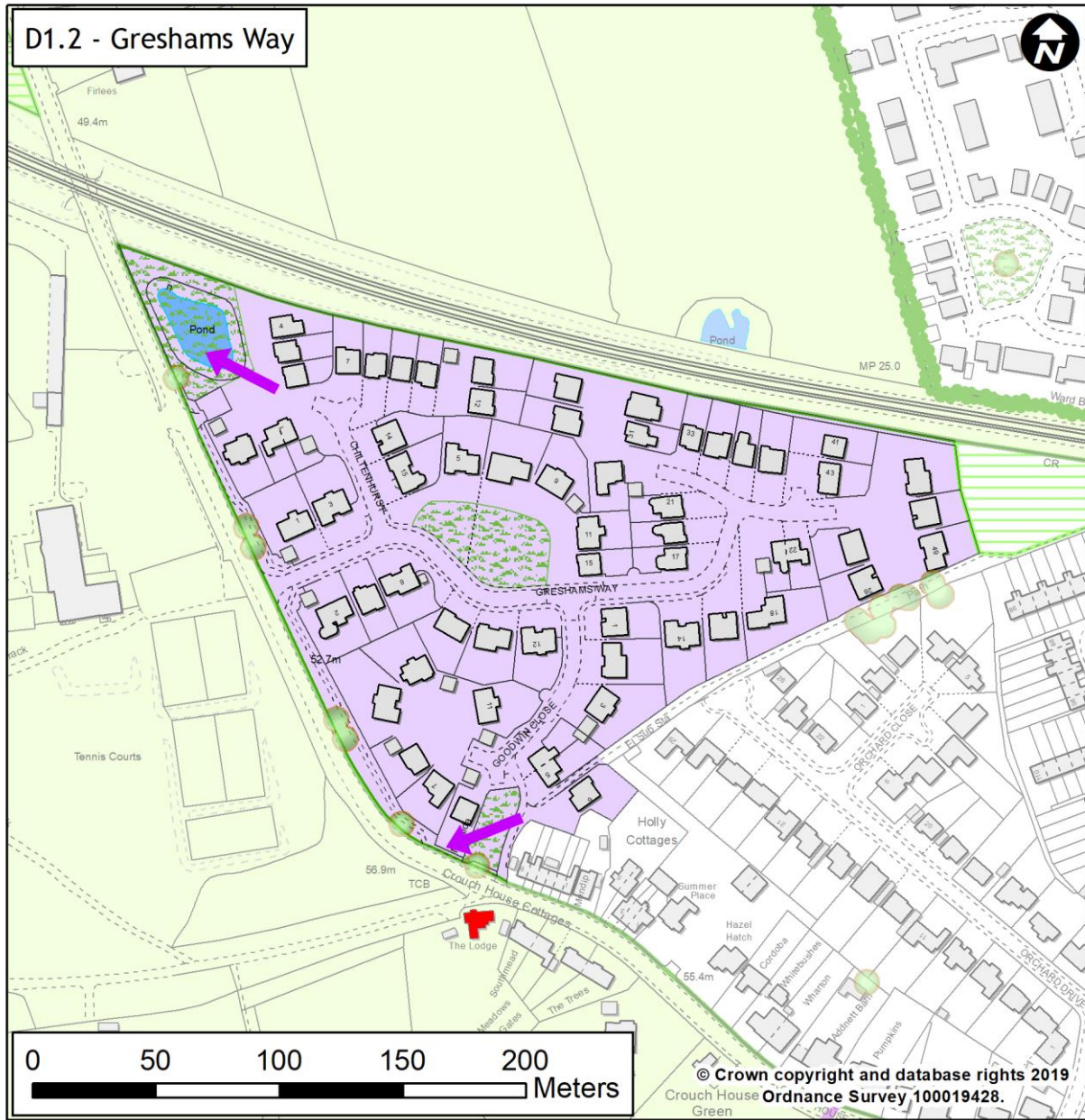
The boundaries are generally open fronted with lawns and driveways, and some hedging and trees. There are very few fences or walls which enclose the private garden areas.

A couple of corner property which have private gardens that face the public realm have close boarded fencing or hedges as a boundary treatment.








D1.2. Greshams Way

Comprising Greshams Way, Chilternhurst and Goodwin Close.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of a private housing development built in the early 2000s by Rydon Homes on land that was previously a field on the edge of the town.

Greshams Way is named after Sir John Gresham, one of the richest men in London at that time, who in 1540 paid Henry VIII a sum of money and was given the Manors of Westerham and Edenbridge; the latter stayed in the hands of the Greshams until the 18th Century. Goodwin Close is named after the local Goodwin family, who once owned the land, and built a number of distinctive properties in the Edenbridge area in the late 19th Century.

D1.2. Greshams Way

Locally Distinctive Contextual Features	Description
Age of buildings	Early 2000s
Type of buildings	Detached and semi detached
Main uses	Residential
Building heights	2 storey
Prominent building materials	Red/ brown brick, red clay tile hanging, weatherboarding and black and white framing
Predominant boundary treatments	Open frontages and brick walls
Open space/ vegetation	'Central village green', trees, pond area
Street type	Cul-de-sac, minor access way, residential with a green with minimal footways. Block paving surfaced roads ensure a high quality finish to the carriageways.
Detractors	No significant detractors, this area exhibits a strong sense of character.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Greshams Way Character Area:

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Design Guidance

The harmonious palette of brick, tile hanging, weatherboarding, black and white framing and plain roof tiles should be respected.

The set back of existing buildings and sense of enclosure should be respected.

Traditional style of detailing on doors and windows should be retained.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

The views of the surrounding countryside should be retained or enhanced.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The high quality finish of the carriageway should be retained to maintain a strong character and encourage slower vehicle speeds.

Area Characteristics

The area consists of a single development of large, mostly detached houses set around a series of curving cul-de-sacs. The development uses a varied yet cohesive palette of materials, and scale and form that responds well to the 'Wealden-style' context. The pitched roofs, prominent chimney stacks, well-proportioned windows and bays, and careful detailing all contribute to the rhythm and character of the development.



The central part of the development is focussed around a green space, and an existing pond has been retained in the far northwestern corner of the site.



Brick walls and double garages are used to good effect, defining access to small clusters of houses and providing privacy to rear gardens where they abut the roadway. The houses are set back from the road behind grassed frontages with paved driveways, with plenty of shrubs and trees to soften the townscape.



Views

In addition to the shrubs and trees which soften the views within the site, there are views across the pond to the trees beyond, and in the southern corner of the site there are views across Crouch House Road to woodland.



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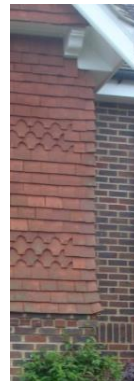
Boundaries

Most frontages are open, with grass, shrubs and paved driveways. There are some examples of low brick walls to frontages. Higher brick walls are softened with planting and are used to enclose rear gardens.



Detailing

Traditional detailing such as corbelled and decorative brickwork, decorative tile hanging, finials to both porches and roofs, corbelled supports, and decorative leadwork add to the character of this area

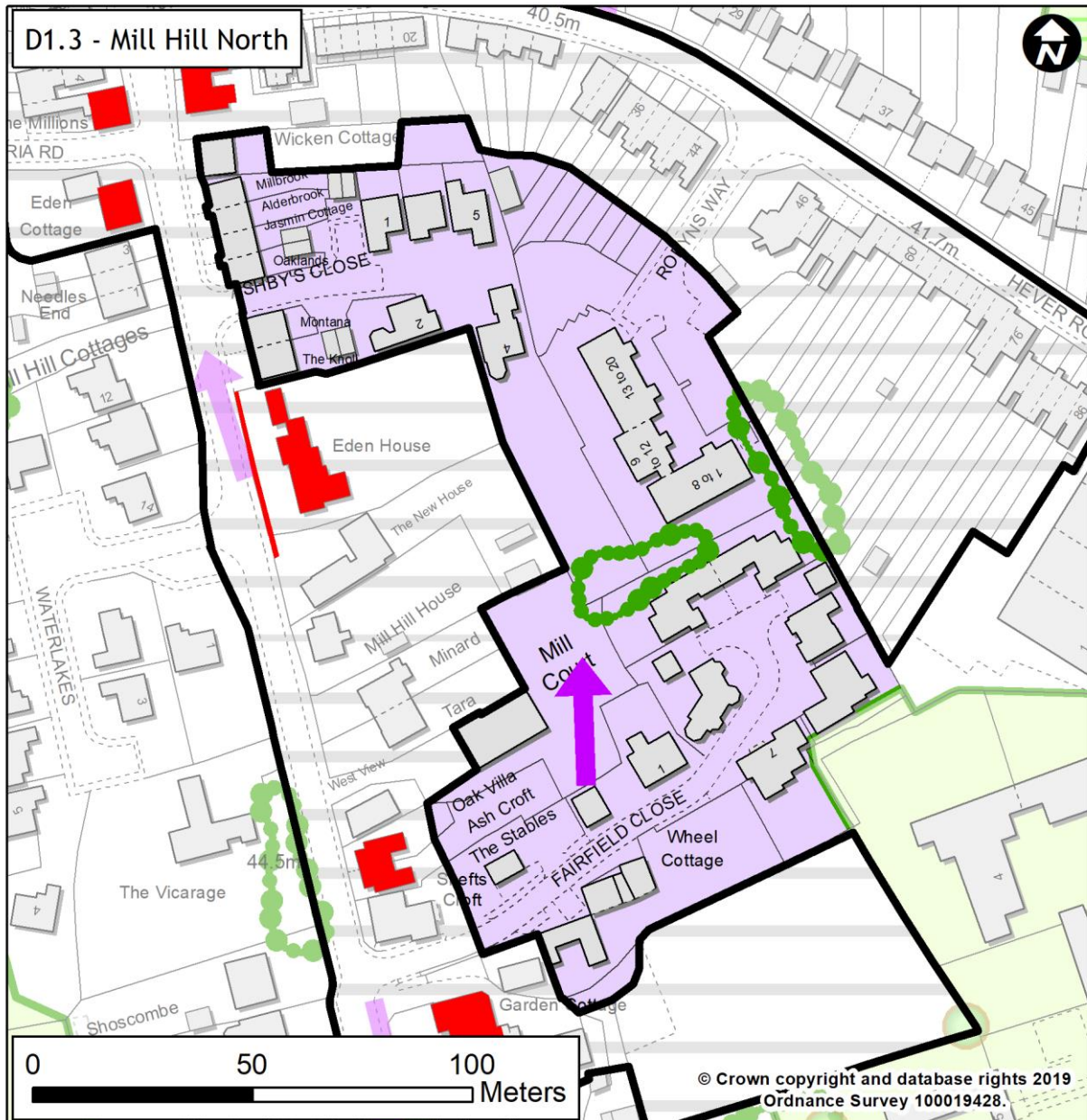


Buff and red standard block pavers with stone setts create a high quality carriageway which adds to the character of this area while functioning as a traffic calming measure.



D1.3 Mill Hill North

Comprising Ashby's Close, Fairfield Close, and Mill Court each accessed from the northern end of Mill Hill, and Robyns Way, accessed from Hever Road.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The area consists of three separate backland residential developments built between 1970s and 2014, plus Mill Court, an office building, and two older properties accessed via Stanholm. The area is bordered by the Conservation Area on all sides, and would originally have been fields and orchards to the rear of Eden House, Stanholm and other houses dating from 1800s or earlier.

Robyns Way is named after a 14th Century minstrel, Joane (John) Robyns very famous in his day, who lived at the junction of Hever Road and Mill Hill.

D.1.3 Mill Hill North

Locally Distinctive Contextual Features	Description
Age of buildings	1970s to 2014
Type of buildings	Detached, terraced and flats
Main uses	Residential
Building heights	Two storey
Prominent building materials	Red brick, render, tile hanging, weatherboard
Predominant boundary treatments	Mix of open frontage, hedges and grass, brick walls and fences
Open space/ vegetation	Mature trees and hedging
Street type	Residential, cul-de-sacs
Detractors	<p>Close boarded boundary fences, and car parking courts with large amounts of blacktop (asphalt) in Fairfield Close detract from the setting of the listed Stanholm villa, and its associated cottages.</p> 

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Mill Hill North Character Area:

The harmonious palette of red brick, tile hanging and render should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced

The setting of the nearby Listed Buildings (Stanholm, Eden House) should be preserved.

Area Characteristics

The oldest of the three developments is Robyns Way, dating from 1970s and comprising a gabled two storey block of flats and associated car parking, set within a now mature landscape. The elevations are faced with brown tile hanging and red brick. The access from Hever Road is well screened with vegetation.



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Ashby's Close, developed on a former garage site in the 1990s, consists of cottage style houses fronting Mill Hill, and five detached houses to the rear. The scale, proportions, forms and materials used in this development respond to the Wealden context, and there is a rhythm to the pattern of gable ends, window proportions and chimneys. Frontages are open, with well detailed walls enclosing rear gardens.



Fairfield Close was developed on the former Leigh's builders yard site behind Shefts Croft, in 2013-14, and comprises seven large detached houses. Materials and details are in keeping with the Wealden context. Adjacent to Fairfield Close are two properties, Wheel Cottage and Garden Cottage, which are accessed from the Stanholm driveway and were originally built as ancillary accommodation to the main Stanholm villa in mid 1800s. These red brick cottages enclose Fairfield Close to the south, and feature shallow Palladian style pitched roofs with deep eaves, and include carved keystone features.



Views

Mill Hill affords views northwards over the town towards the North Downs.



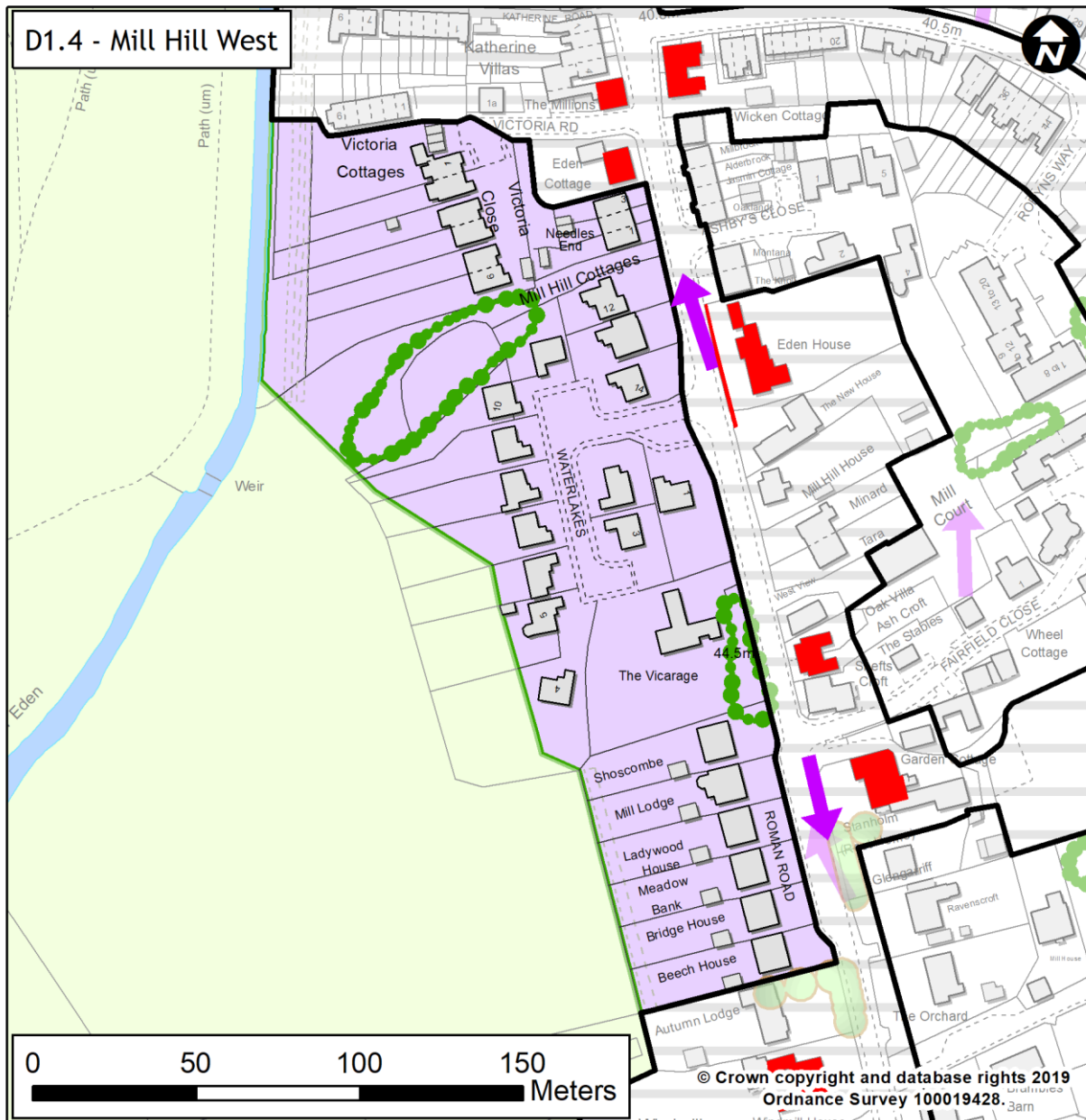
Boundaries

Frontages are generally open in this area with planting softening the hard landscaping of driveways.














D1.4 Mill Hill West

Comprising northern end of Mill Hill, plus Waterlakes and Victoria Close.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of residential properties built during the mid twentieth century to the west of Mill Hill, part of the Roman Road which originally ran from London to Lewes, and the only route out of Edenbridge to the south.

D.1.4 Mill Hill West

Locally Distinctive Contextual Features	Description
Age of buildings	1960s and 1970s
Type of buildings	Mostly detached, plus some semis and a short terrace
Main uses	Residential
Building heights	Two storey
Prominent building materials	Red or buff brick, some tile hanging and weatherboarding
Predominant boundary treatments	Mix of hedges, brick walls and fences
Open space/ vegetation	Mature trees and vegetation
Street type	Street, local distributor and residential cul-de-sacs
Detractors	Mill Hill is a wide straight road, and being the only route south from the town, carries a lot of fast moving traffic, which impacts negatively on the character of the area

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Mill Hill West Character Area:

The set back of existing buildings and sense of enclosure should be respected.

The views along Mill Hill to the north and south should be retained or enhanced.

The mature trees and boundary planting which contribute to the character of the area should be retained or reinstated.

The setting of the adjacent Conservation Area, and the Listed Buildings should be preserved or enhanced.

Area Characteristics

The properties with frontage directly onto Mill Hill include six regularly spaced, detached neo-Georgian houses, built in the 1970s, set back from the road. These six houses are all of the same design, with a shallow hipped roof, and a central portico style porch set in a symmetrical elevation, and together they form a cohesive group. Private car parking for these houses is located by driveway at the front of the house. The Vicarage, built in the 1960s, is of an individual design, and sits on a large plot well screened by trees from the road.



Waterlakes was developed as a self build project in the 1970's and consists of large detached houses with integral garages and simple detailing, with catslide style roofs and chimneys, set in generous plots with open frontages.



Victoria Close, a row of three pairs of semi-detached houses, and Mill Hill Cottages, a terrace of three, were both built in the 1970s in the former grounds of the Grade 2 listed Eden Cottage, a simple Georgian double fronted house, which lies within the Conservation Area. Neither of these 1970s developments responds to their proximity to the listed building in terms of materials, proportions, fenestration or overall form. The area adjoins the Conservation Area, which includes a number of Listed Buildings.



Views

Mill Hill affords views south towards the open countryside beyond the built envelope of the town, and northwards (below) over the town towards the North Downs.



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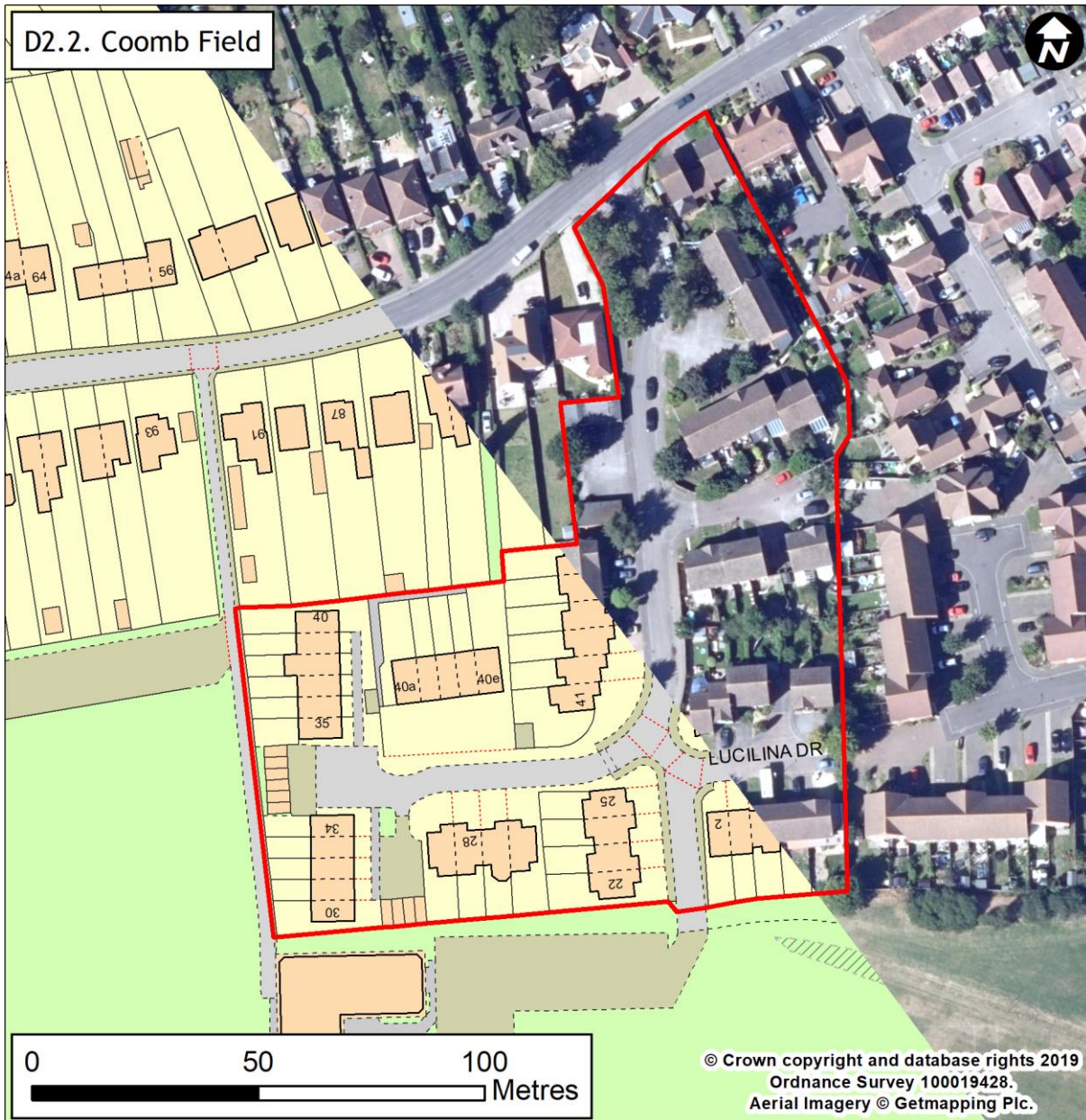
Boundaries

Boundary treatments are varied in this area- the frontages of the six neo-Georgian villas opposite Stanholm are generally open with lawns, driveways and vegetation. The frontages at the Waterlake development are open, however the backs of the houses face the road. The use of close boarded fencing does not positively contribute to the public realm, provide any visual interest or passive surveillance from the housing.



D2. Modern Semi-detached/Terraced

Mostly semi-detached buildings set back on curving cul-de-sacs with a rhythm of stepped building frontages. Generally open frontages with some planting, minimal public realm with some tree planting.














An example of a Modern Semi-detached/Terraced Layout

D2.1 Manor House Gardens

Comprising Manor House Gardens.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Note: the layout of the care home on the north left corner is under construction at the time of writing (2019) so plan view details may vary slightly.

Historical Context

The area consists of a residential estate developed in the mid-1960s, and Stangrove Care Home. The care home is currently being redeveloped on the site of a former care facility called Stangrove Lodge and should be completed in 2020. Prior to this the site was the former Manor House.

D2.1 Manor House Gardens

Locally Distinctive Contextual Features	Description
Age of buildings	1960s
Type of buildings	Detached and semi- detached plus Care Home
Main uses	Residential
Building heights	2 storeys, plus 3 storey Care Home (under development)
Prominent building materials	Brick (buff and red), render, weatherboarding and concrete tile hanging
Predominant boundary treatments	Open frontages
Open space/ vegetation	Some mature trees
Street type	Residential, cul-de-sac
Detractor	No significant detractors, however the area makes minimal reference to the local vernacular in materials or forms.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Manor House Gardens Character Area:

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected,

The mature trees which contribute to the character of the area, should be retained or reinstated.

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Area Characteristics

The area consists of mostly semi-detached houses, either two storey with gabled roofs, or chalet bungalow style, set around a curving cul-de-sac, some of which have integral garages. There are a small number of individual gable fronted detached houses at the far end of the road. A care home for elderly people, is being built in the far north-eastern corner of the area and should be completed in 2020. The building is three storeys and made predominantly from brick and weatherboarding with projecting forward facing gables. The back of the building overlooks onto to the relief road, B2026.



Views

There are no distant views, but there are many mature trees in and around that can be seen between houses, and contribute to the character of the area.



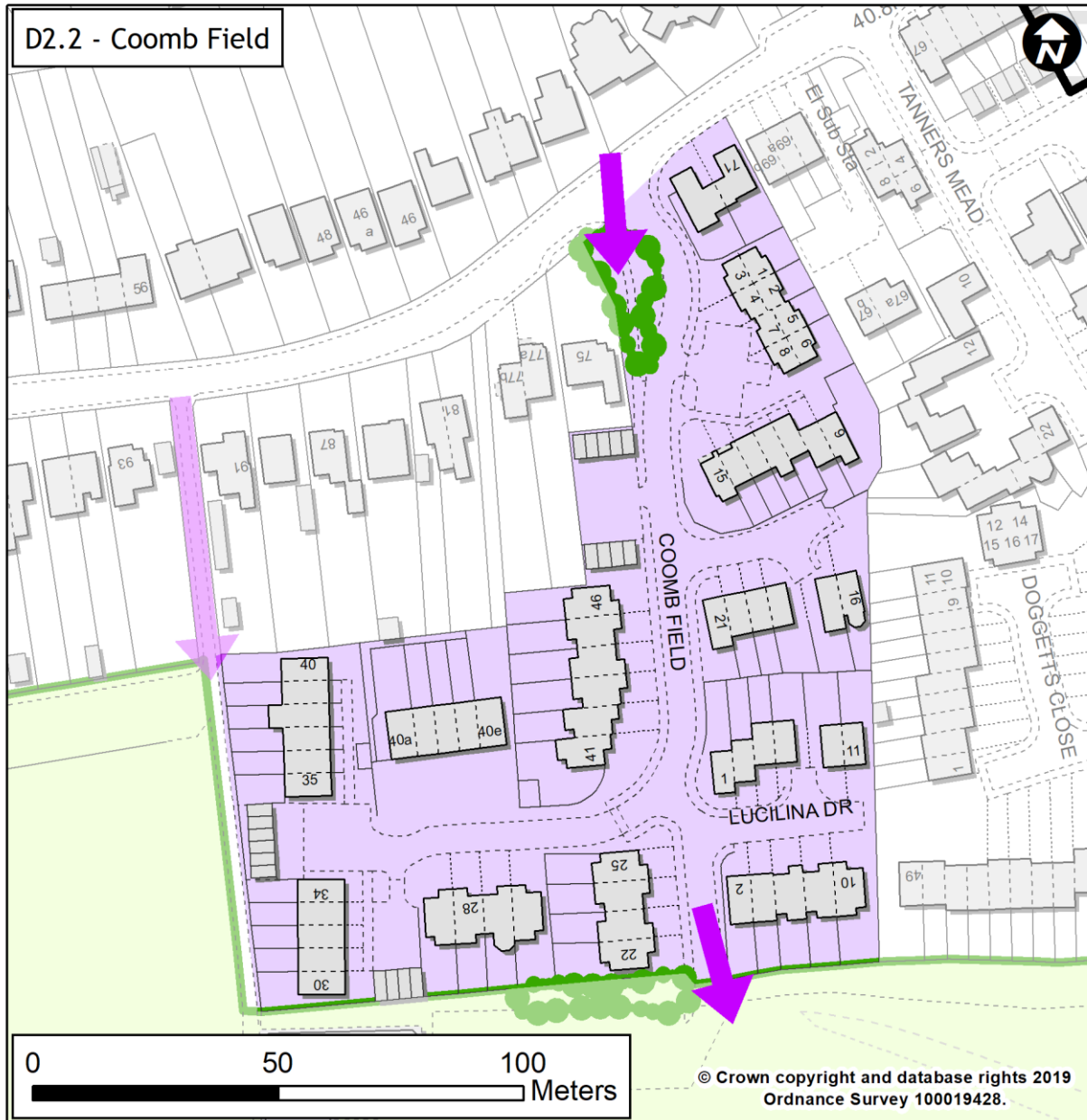
Boundaries

The frontages are mostly open, with lawn and driveways, and flank walls are enclosed with close boarded fencing or brick walls. There are some hedges and a number of mature trees.














D2.2 Coomb Field

Comprising Coomb Field and Lucilina Drive.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists a private housing estate developed in the 1980s plus a terrace of houses developed in the 2000s, on land between Lingfield Road and the Recreation Ground.

D2.2 Coomb Field

Locally Distinctive Contextual Features	Description
Age of buildings	1980s-2000s
Type of buildings	Terraces and semi-detached houses
Main uses	Residential with access to rugby/football club
Building heights	2 storey
Prominent building materials	Red brick, black timber framing with white render panel weatherboarding
Predominant boundary treatments	Open frontage
Open space/ vegetation	Mature trees and hedges, and adjacent Recreation Ground
Street type	Residential, cul-de-sac, with a mixture of driveways, car parking courts and blocks of garages
Detractors	Garage courts face onto the street and do not enhance the public realm.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Coomb Field Character Area:

The harmonious palette of materials (red multi brick, black and white timber framing and weatherboarding) should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

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Design Guidance

The rhythm of repeated gable ends, window and door openings should be retained.

The views through to, and the setting of, the Recreation Ground should be retained or enhanced.

Traditional hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The Coomb Field estate was developed in a limited palette of materials which reflects the local Wealden character of black and white timber framing at first floor level, and red multi brick elevations. The consistent scale, form and materials used in the original development created a distinctive character, however, subsequent alterations do detract from this. The houses originally had the front doors set back under a first floor overhang, reflecting the vernacular 'jettying' seen in medieval Wealden houses, but many of these have since been filled in to create a small porch area. A wide variety of replacement window styles and colours also detract from the original character.



A more recent terrace (below right) created between numbers 40 and 41 Coomb Field does not respond to the character of the development, utilising a different palette of materials.



Views

There are views through the estate from Lingfield Road across a small green area with trees, and views across the Recreation Ground where Coomb Field provides access into the car park.



Boundaries

Frontages are generally open, with lawn and hard surfacing for cars, with some hedges and other planting. Flank walls to gardens are generally enclosed with close boarded fencing.



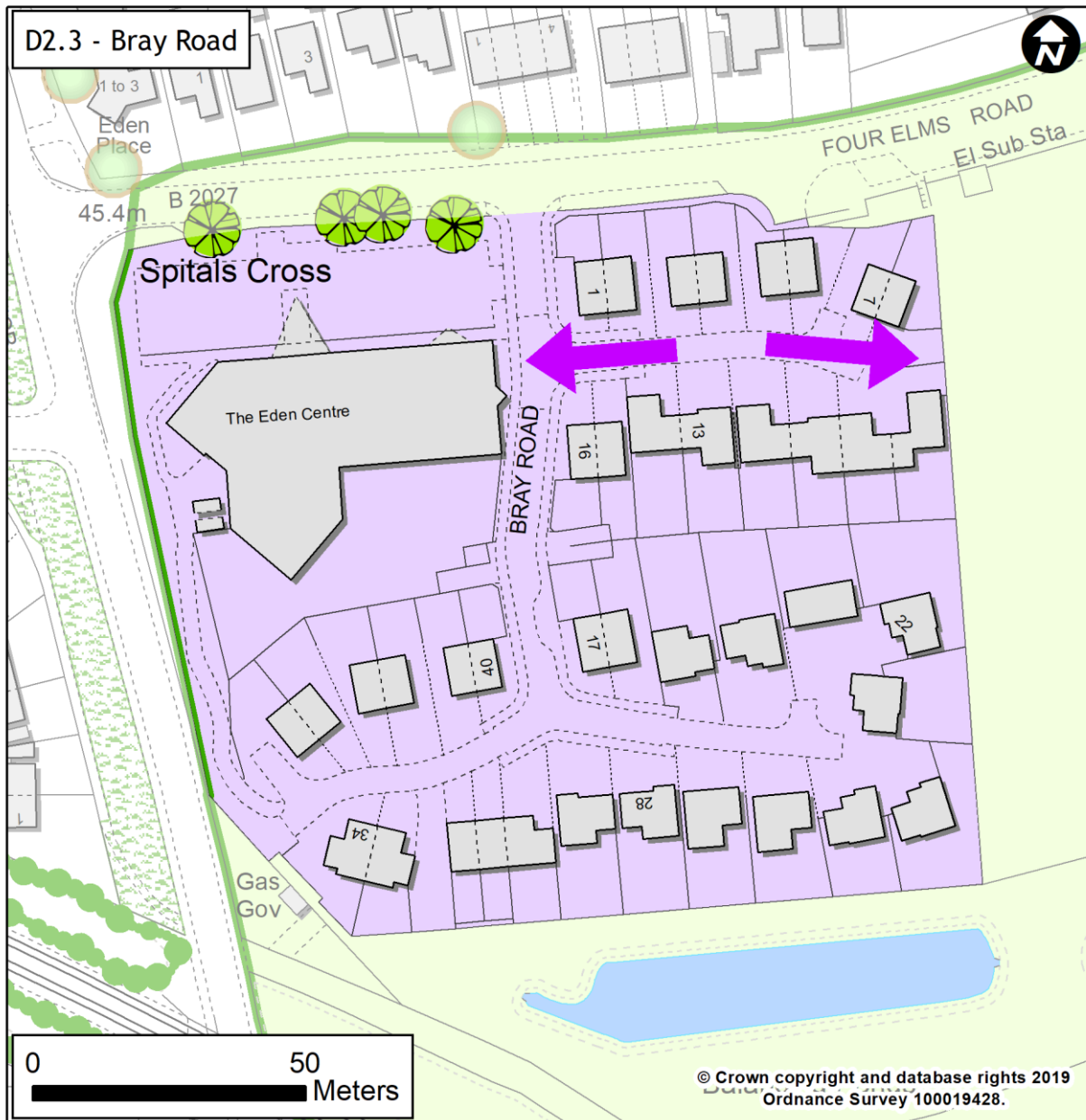
Details

Illustrations of how infilling of porches and replacement of windows have detracted from the character of the development.














D2.3 Bray Road

Comprising Bray Road.




Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of a housing development and Community Facility, both built in 2013-14 on the site of the former Eden Valley Secondary School, which closed in 2002. The secondary school had been developed as part of the wider expansion of Edenbridge in the early 1960s.

D2.3 Bray Road

Locally Distinctive Contextual Features	Description
Age of buildings	2013
Type of buildings	Terraced, semis and detached
Main uses	Residential and community facility
Building heights	2 storey
Prominent building materials	Red brick, render and tile hanging
Predominant boundary treatments	Open frontage
Open space/ vegetation	Open space with soft landscaping (grass) at the back of the Eden Centre can be seen from Bray Road but access is through the centre itself. Frontages of the houses are soft landscaped with grass, planting, hedges and trees
Street type	Residential, cul-de-sac
Detractors	<p>Car parking on the footway creates a negative impact on the character of the area resulting in inconvenience to pedestrians especially pushchairs or wheelchair users who have to dismount onto the carriageway.</p> 

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Bray Road Character Area:

The palette of brick, tile hanging and render should be respected.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

The Eden Centre Clock Tower represents an important feature within this character area and therefore no new development should dominate or detract from this feature. The mature trees which contribute to the character of the area, should be retained and new development proposed in this area should be encouraged to retain or increase the number of mature trees in the area where appropriate.

Existing buildings have solar PV panels on the roof. Future development should promote best practice to improve energy and water efficiency for all new developments.

Area Characteristics

The development consists of two storey, gable roofed red brick houses, arranged as semis, detached and short terraces around three short cul-de-sacs. Some upper floors are clad with tile hanging or render, and the windows are well proportioned. There are photovoltaic panels and/or chimneys to some of the roofs.



The Eden Centre includes the relocated library, meeting rooms, Church facilities and offices for a range of community focussed organisations. It has a distinctive roof shape and a triangular clock tower. There is a car park at the front of the building and cycle parking at the side entrance. To the back is a green space.



Views

There are views across the fields to the east, and the distinctive clock tower to the Eden Centre creates a focal point as a landmark building both within the character area itself and the surrounding areas.



Boundaries

The frontages to the houses are open with planting and lawns softening the hard surfacing of the driveways. The open space associated with the Eden Centre is enclosed with simple metal fencing but can be seen from the Bray Road which activates the street.



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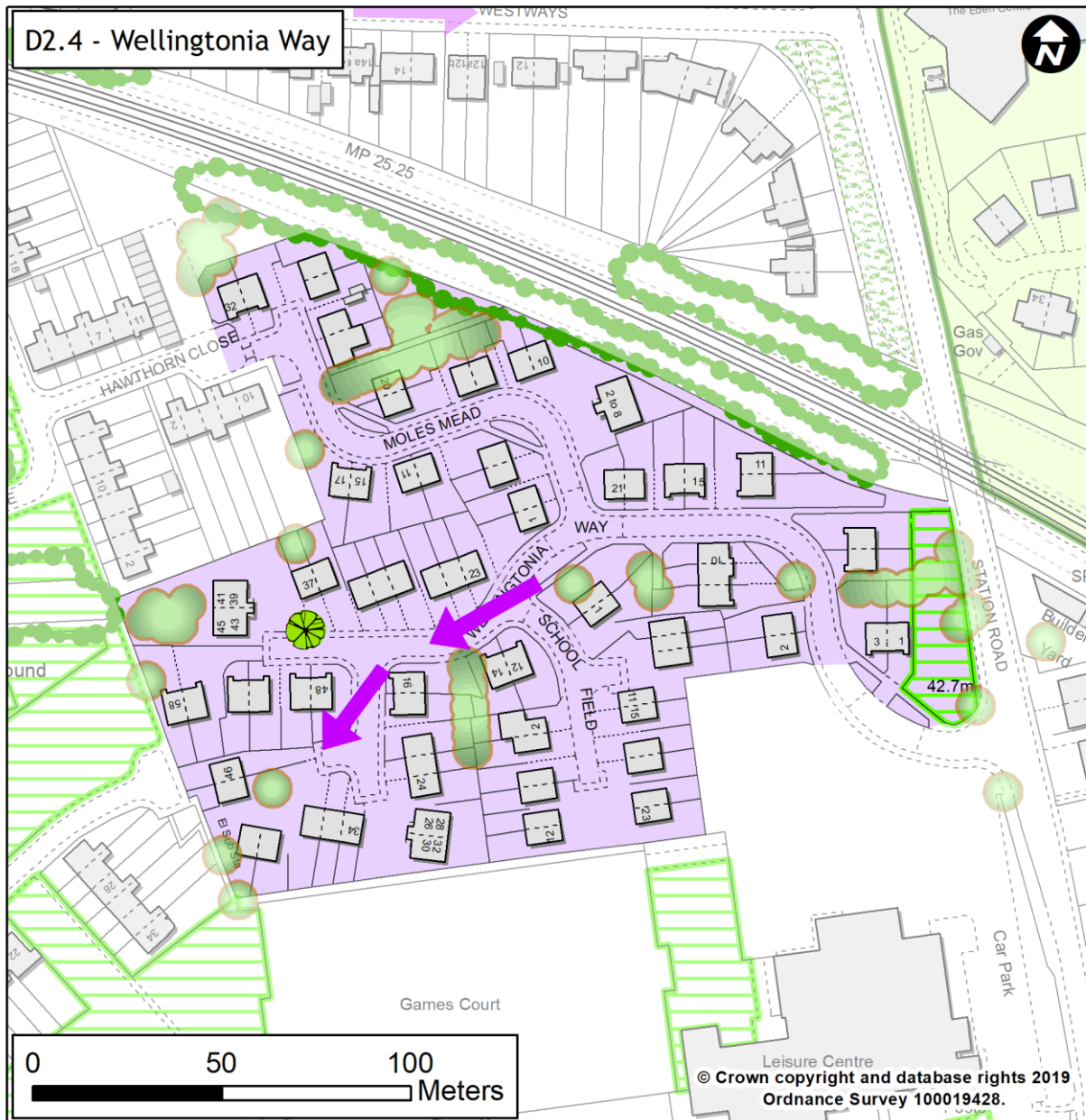
Detailing

Narrow triangular bays to the end houses opposite the Eden Centre respond to the triangular clock tower feature.



D2.4 Wellingtonia Way

Comprising Wellingtonia Way, Moles Mead and School Field.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

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Historical Context

The present housing was developed in the late 1990's on a site that had previously been a Primary School dating from 1970. Prior to that the site had formed part of the original Stangrove estate.

D2.4 Wellingtonia Way

Locally Distinctive Contextual Features	Description
Age of buildings	1990s
Type of buildings	Semis, terraces and flats
Main uses	Residential
Building heights	2 storey
Prominent building materials	Brick, tile hanging and render
Predominant boundary treatments	Open frontage with low post and rail fencing
Open space/ vegetation	Mature trees retained some green some small grassed spaces behind boundary treatments
Street type	Cul-de-sacs with pedestrian access to neighbouring character area
Detractors	Blank brick flank walls and brick walls deter from the public realm. The area has minimal reference to the local vernacular in materials or forms.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Wellingtonia Way Character Area:

The views across to Stangrove Park should be retained.

The mature trees, which contribute to the character of the area, should be retained.

Area Characteristics

The two storey houses are laid out around several cul-de-sacs in short terraces or as pairs of semi-detached properties. The roadways feel quite wide with the houses mostly set back with open frontages. The houses have a mix of gabled and hipped roofs, with simple porches and predominantly brick elevations. The area is very uniform in character.



There is pedestrian and emergency vehicle access through from Moles Mead into the Stangrove Estate, but no access from Wellingtonia Way. The footpath running alongside the railway embankment, to the rear of the houses along Moles Mead is not an inviting route for pedestrians.



Views

There are views out from the development across Stangrove Park, and the retention of a number of mature trees, in particular the Wellingtonia after which the main road is named, create both focal points and a green backdrop to the development.



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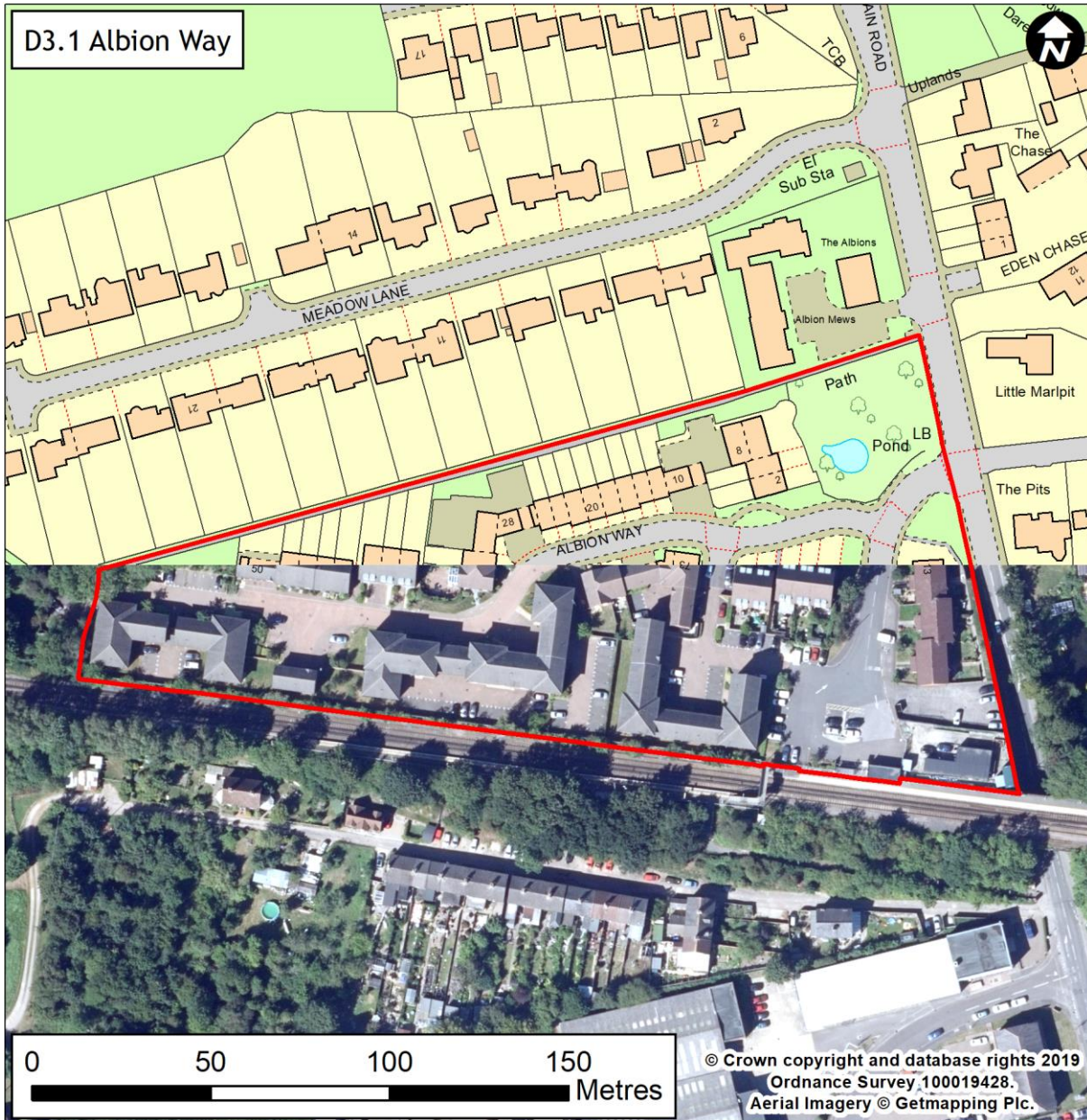
Boundaries

Frontages are generally open, with driveways and lawns where the houses are set back from the road, and low post and rail fencing. There are some high brick walls enclosing back gardens where these abut the road.



D3. Modern with Mix of Housing Types

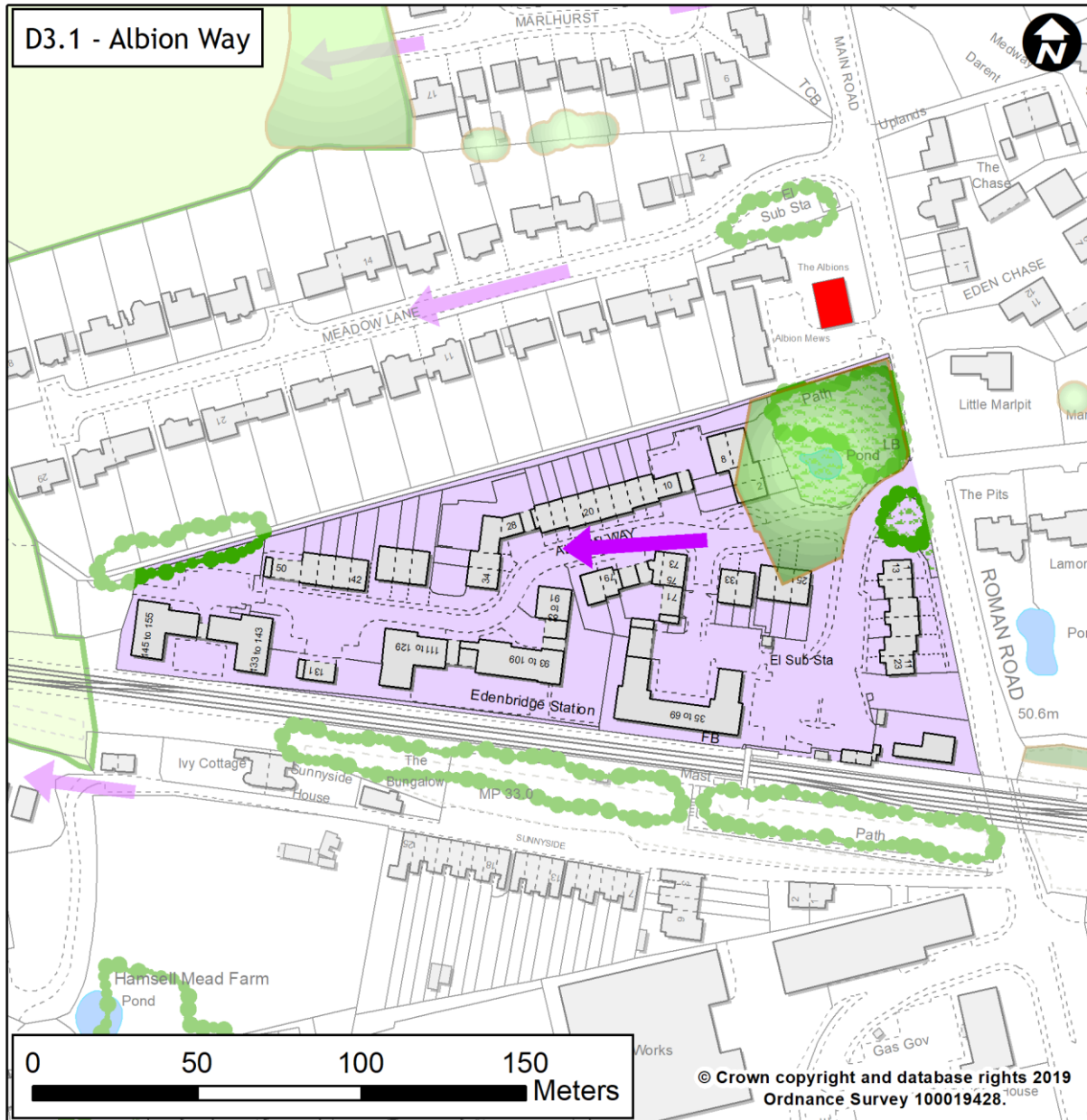
Mixture of flats, terraces, semi-detached and detached buildings set back on curving cul-de-sacs which create a rhythm of stepped building frontages. Some have areas of open green space which may include small bodies of water. Hedge belts and tree belts used as a natural screening to other areas.














An example of a Modern with Mix of Housing Types Layout

D3.1 Albion Way

Comprising Albion Way.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

Most of the area comprises a housing development built in the 2000s on land that was previously in industrial use related to the adjacent railway line. The short terrace of houses, to the west of Main Road, dates from 1980s.

D3.1 Albion Way

Locally Distinctive Contextual Features	Description
Age of buildings	1980s and 2000s
Type of buildings	Mostly terraces: block of flats and terraced houses
Main uses	Residential and train station with car parking court
Building heights	2 and 3 storeys
Prominent building materials	Brick, tile hanging, render and weatherboarding
Predominant boundary treatments	Brick walls, hedges and some fencing on the 1970s development
Open space/ vegetation	Area with pond and trees, plus hedges
Street type	Residential, cul-de-sac with footways
Detractors	No significant detractors

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Albion Way Character Area:

The harmonious palette of brick, tile hanging and weatherboarding should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

The rhythm of repeated gable ends, windows and door openings should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated but only where they would not impact on the boundaries of another property.

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Area Characteristics

The short terrace of six semi-detached houses, located closest to the main road to the east of the site, dates back to the 1980s. Materials include red brick stretcher bond on the ground level, with red tile hanging on the first floor with a darker red diamond motif detail on the front of the building centrally located above the lean to entrance. The houses have pedestrian access to the rear gardens from a pathway that wraps round the buildings leading towards the main road.



The Albion Way development dates from the mid-2000s and consists of a mix of terraced houses and flats, two and three storeys in height. Parking is either tucked behind the houses in rear courtyards, on driveways or in parking courts, and the streetscape is well landscaped with soft landscaping (hedges, grass, planting and some trees). The palette of materials used is Wealden in character, with red and multi stock bricks, clay tile hanging, and white weatherboarding. Most houses feature either gabled, corniced or lean-to porches.

Views

There are no distant views from within this area; views within the development are framed by mature trees, and the green area, with trees and a pond, on the corner of Albion Way and the main road creates a focal point.



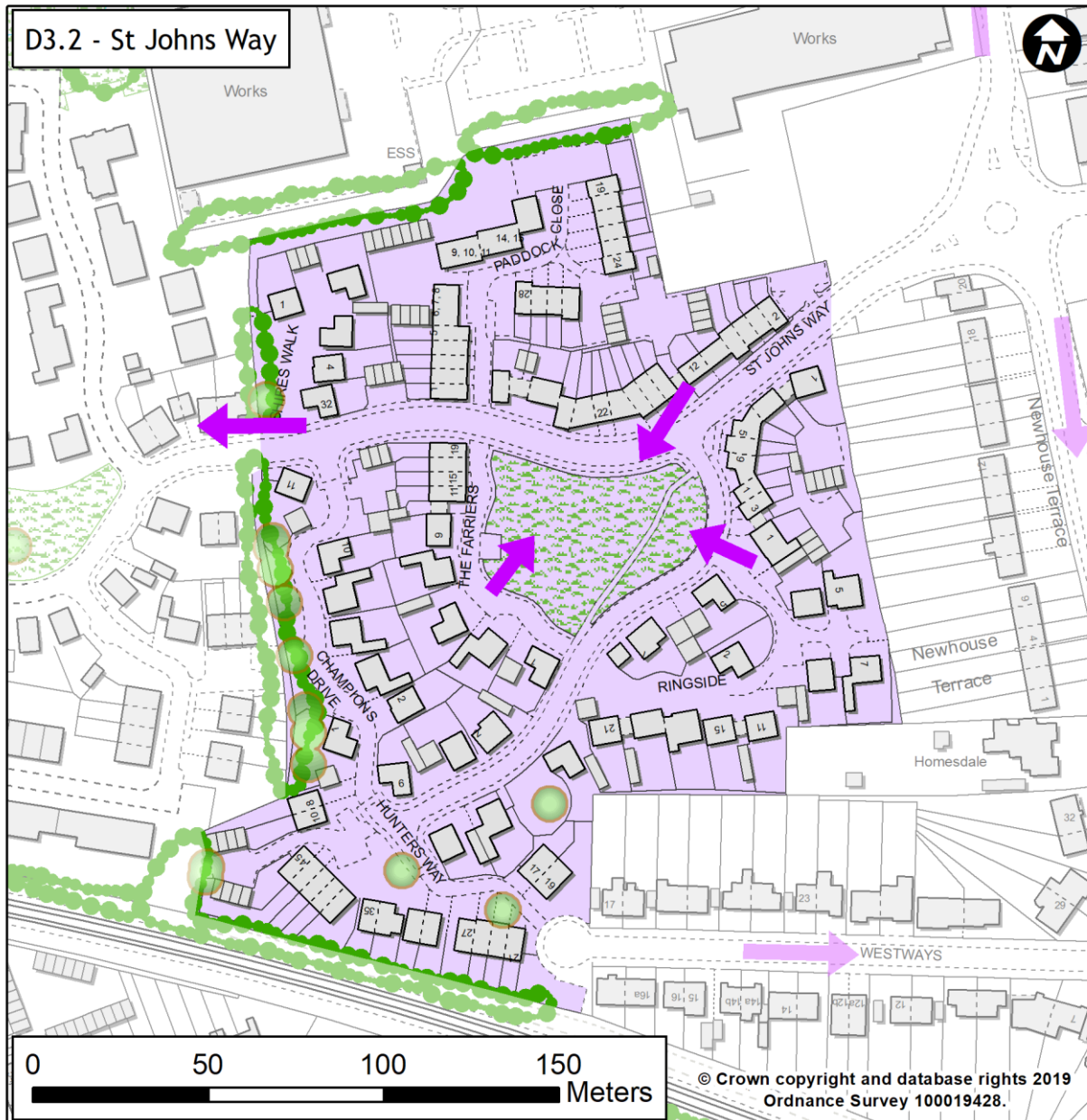
Boundaries

Properties are generally set close to the street, but with planting and hedging to soften the streetscape. Flank walls to gardens are generally brick walls.














D3.2 St John's Way

Comprising St John's Way, Shires Walk, Paddock Close, Champions Drive, Hunters Way and Ringside.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area was developed in the mid 2000s by Bovis Homes with a mix of private and social housing on what were previously fields between Westways and Enterprise Way. The land to the west of this area is under development (in 2019) to provide additional housing and green space (See Oakley Park character area D.3.4).

D3.2 St John’s Way

Locally Distinctive Contextual Features	Description
Age of buildings	2000s
Type of buildings	Detached, semis, terraces and apartments
Main uses	Residential
Building heights	2 and 3 storey
Prominent building materials	Brick, weatherboarding, tile hanging and render
Predominant boundary treatments	Open frontage, low picket fencing and hedges
Open space/ vegetation	Central grassed green space with trees planted along pathways
Street type	Residential, cul-de-sac with home zones (explained under Area Characteristics)
Detractor	No significant detractors.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the St Johns Way Character Area:

The harmonious palette of brick, tile hanging and weatherboarding should be respected

The set back of existing buildings and sense of enclosure should be respected,

Traditional detailing of doors and windows should be retained

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained

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Design Guidance

The views across the Green area should be retained or enhanced.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The area consists of a single development which includes a range of terraced houses, large detached houses and apartment blocks set around a central green space. There are several home zone areas which link between the two main curving access roads. Home Zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve quality of life, by making them places for people, not just for traffic (Department for Transport 2005). The materials used throughout the home zone consist of red and buff brick pavers which enhance the character of these areas while encouraging slower car speeds.



The majority of the houses feature gabled roofs, some with small hipped dormers, and where terraced, they are staggered or set on a curve, which makes an interesting roofscape.



The proportions of windows and doors, the roof forms and the use of materials which respond to the Wealden context all help create an area with a distinctive character.



Parking areas are accessed between and behind buildings, and in much of the development the building line is set well forward, creating some enclosed spaces.

Views

The main views within the development focus on the central Green area, and there are currently views at the western edge across adjacent fields, however this will become an access route for the Oakley Park development once it is completed in approximately 2019. Existing tree belts to the western and northern edges of the area, and at the rear of Westways provide a green backdrop, and the trees planted within the development will continue to mature and contribute to the character of the area.



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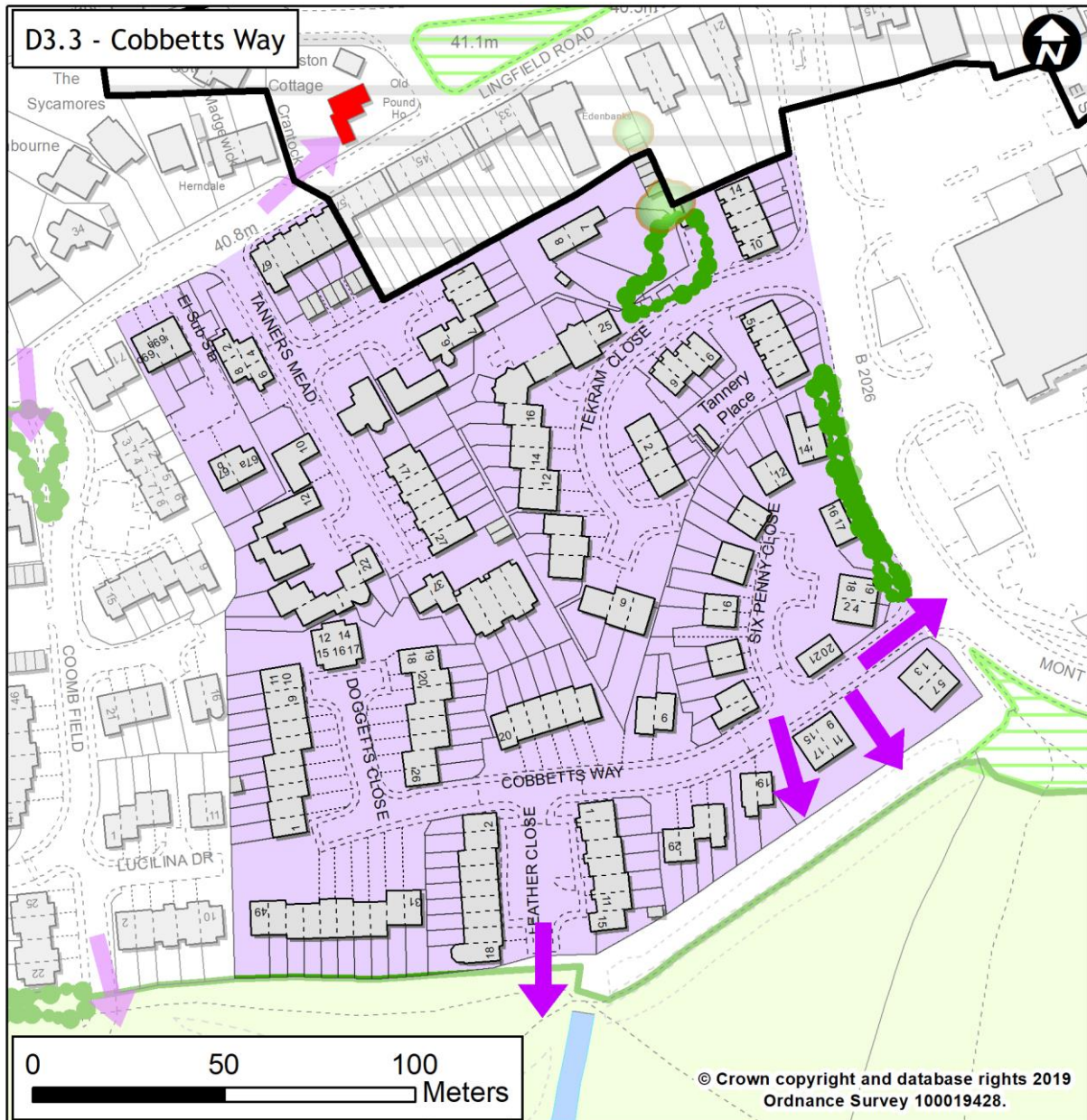
Boundaries

Frontages are generally open and houses are often set close to the street edge. Good use has been made of hedges and other planting to soften the hard landscaping. Some houses have white picket fences to delineate the public and private realm.



D3.3 Cobbetts Way

Comprising Cobbetts Way, Doggetts Close, Six Penny Close, Leather Close, Tekram Close and Tanners Mead and Tannery Place.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The area consists of residential properties built between the late 1990's- mid 2000's, on land previously occupied by the Whitmore's Tannery, which closed in 1974. Cobbetts Way and its associated cul-de-sacs were developed as social housing, Tanners Mead and Tekram Close were speculative developments. All developments formed part of the long planned Edenbridge Relief Road programme, which saw Mont St Aignan Way open in early 2005, and the development of a new supermarket on land to the rear of the High Street.

Cobbetts Way is named after the author William Cobbett, who wrote Rural Rides, whose son John lived at Skeynes in the 19th Century.

Tekram Close was originally identified as employment land, but the rear part of the site was developed for housing in the mid 2000s. The eastern part of the site facing Mont St Aignan Way was developed in 2016 creating 14 houses arranged across three terraces.

D3.3 Cobbetts Way

Locally Distinctive Contextual Features	Description
Age of buildings	1990s- 2000s
Type of buildings	Detached, semis and terraces
Main uses	Residential
Building heights	2 and 3 storey
Prominent building materials	Brick (red and buff), tile hanging, applied timber framing with render panels and weather boarded
Predominant boundary treatments	Open frontages
Open space/ vegetation	Some mature trees and hedges, pedestrian access through Leather Close to recreation ground and open space along River Eden
Street type	Residential, cul-de-sac
Detractor	Front parking courts dominate the street scene.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Cobbetts Way Character Area:

The palette of local vernacular materials (red or multi stock bricks, clay tile hanging, weatherboarding and red/multi plain roof tiles) should be respected.

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated but only where they would not impact on the boundaries of another property.

Area Characteristics

Cobbetts Way, and its associated cul-de-sacs, comprise mainly terraces and pairs of semis, all two storey, with open frontages. The development is primarily of brick (brown, red and buff) with gabled roofs and simple lean to porches. Parking is to the front or side of properties, and so dominates the street scene.



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Tanners Mead has a more varied range of properties, including a terrace facing onto Lingfield Road, and a mix of detached, semis and terraces, in a range of materials, within the remainder of the development. Most properties have garages.



Tekram Close includes a mix of flats, townhouses and terraces, two and three storey, in a wide range of materials, set around a curving cul de sac, with mostly hard surfaced frontages used for parking. The building entrances are raised above a set of stairs to address issues related to flooding in the area.



Adjacent to Tekram Close, but well screened by mature trees and vegetation is an older pair of cottages, which are accessed off Lingfield Road.



Tannery Place, Mont St Aignan was developed in 2016 creating 14 houses across three terraces. Building materials are made up of a mixture of brick, render or weather board and tiled roofs. Private gardens are positioned to the back of the houses which face on to the main road. Parking courts are positioned to the front of the buildings which is located behind the main road.



Views

There are views from Leather Close through the trees to the Recreation Ground, and glimpses from the end of Cobbetts Way across towards the Church.



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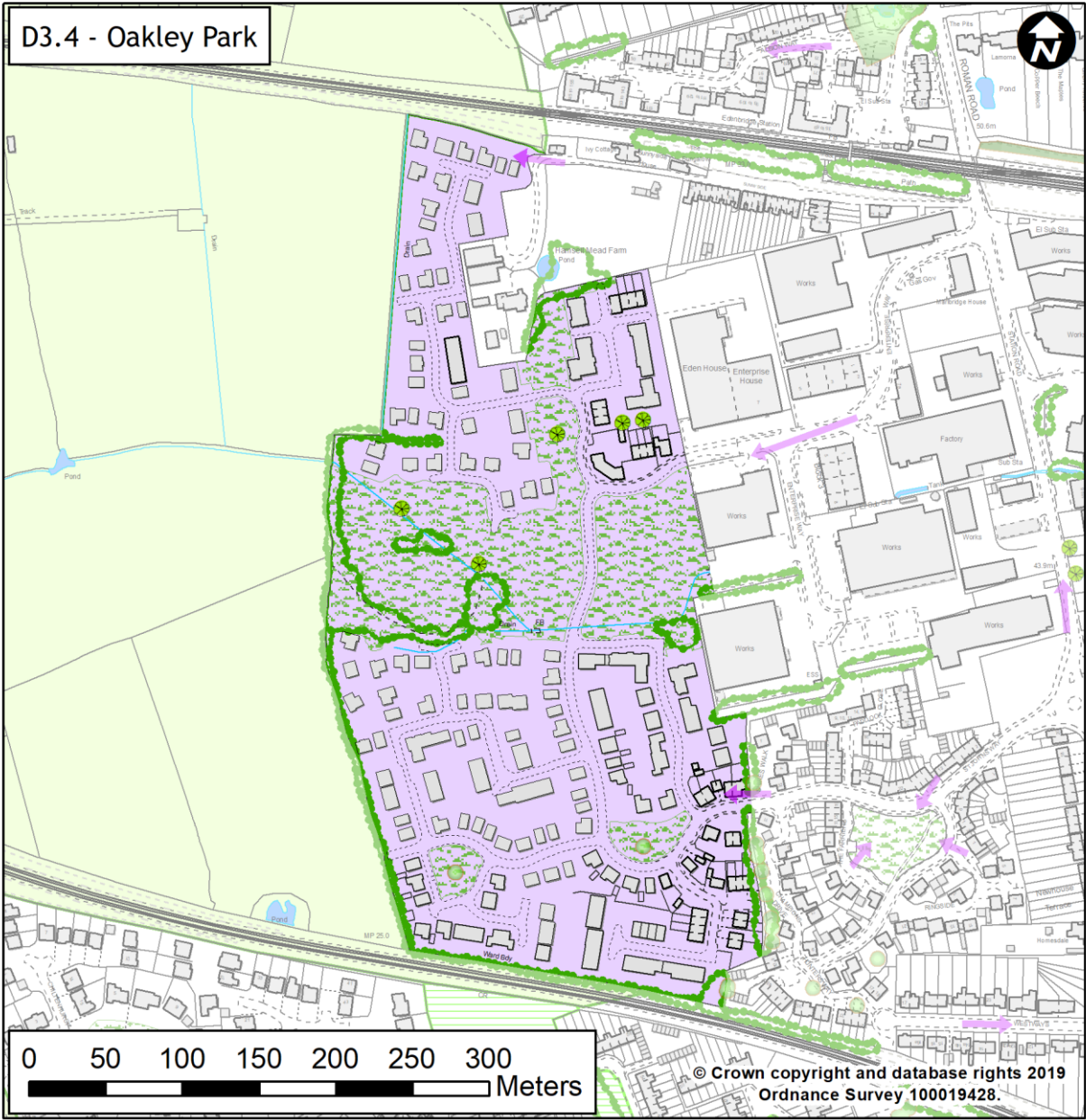
Boundaries

Frontages on all three developments are generally open, with hard surfacing for car parking. Hedges are used, especially along Tanners Mead. Trees are slowly maturing and, together with other planting, are beginning to soften the visual impact of the car parking.



D3.4 Oakley Park

Comprising St Johns Way, Enterprise Way.



Legend

- Character Area
- Conservation Area
- Listed Buildings
- Metropolitan Green Belt
- Green Space
- Open Spaces
- Tree Preservation Orders
- Important Tree
- Important Tree and Hedge Belts
- Body of Water
- Key Views

Note: this layout is from submitted plans and is indicative. The development is under construction at the time of writing (2019) so details may vary.

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Historical Context

The site was previously used for agriculture, mainly arable and some grassland pasture for horse grazing. The site boundary is contained by train lines to the north and south, Green Belt to the west and existing character areas to the east. The site extends from the industrial area, along Enterprise Way in the north. In the south, the character area leads on from St Johns Way. The site is under construction at the time of writing (2019).

D3.4 Oakley Park

Locally Distinctive Contextual Features	Description
Age of buildings	2019+
Type of buildings	Flats, semi-detached and detached houses
Main uses	Residential
Building heights	2 and 3 storeys
Prominent building materials	Brick, render, weatherboarding
Predominant boundary treatments	Open frontage, hedges, existing hedgerows and trees to the site boundary
Open space/ vegetation	Central area of open space, with community allotments and play areas
Street type	Residential, cul-de-sacs
Detractors	At the time of review the area was still under development so there was still construction traffic and disturbance. It will also take some time for the benefits of the soft landscaping to mature.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Oakley Park Character Area:

The scale, height, form, alignment of building lines, layout, density and materials should be respected.

Design Guidance

Reinforcement of positive features which contribute to the character area are encouraged, for example landscaping, enhancing biodiversity or improvements to the streetscape such as benches.

Area Characteristics

This character area consists of a single development. The entire development consists of approximately 300 homes with a 2.6 hectares public open space in the centre of the development. The first homes in the development have been completed in 2019, in the north of the site and the south of site, leading from St Johns Way.

The site has a tighter grain along the eastern edges that connects to the existing built-up areas with lower buildings heights looking out onto the green belt to the west. Homes are built in a Wealden style. Car parking varies across the character area including rear parking courts, parking drives and garages.



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Boundaries

Open frontages onto the street. There are a range of boundary treatments across the area with a mixture of hedges, planting and grassed areas with wooden fences and brick walls. Existing hedgerows and trees are retained around some of the site boundary.



Views

The site is constrained by railway lines to the north and south. Therefore the main views will be of the fields to the west of the site.

E. Mixed Age Character Area

Locally Distinctive Contextual Features	Description
Age of buildings	Mid-late 19 th century (Victorian) – present day
Historical context	Some of these areas were historically a separate settlement from Edenbridge and have gradually infilled over time or been influenced by infrastructure, creating a varied mixture of ages of buildings and character. Many of these areas are predominantly historical linear developments with clusters of back developments that are more recent. For example; Marlpit Hill settlement to the north was a separate settlement which is now part of Edenbridge as development as evolved.
Type of buildings	Mixture of flats, terraces, semi-detached, detached. Including some listed buildings.
Main uses	Mostly residential with some retail and community facilities (church, retirement home)
Building heights	1 - 4 storeys
Prominent building materials	Brick, tile hanging, render, weatherboarding, black and white framing (traditional and contemporary)
Predominant boundary treatments	Mixture between open frontage and closed. Hedges, fencing, brick walls, green space and gates. Some of the larger houses (i.e. E1.4) are set back from the street with brick walls and mature trees and the buildings cannot be seen from the street
Open space/ vegetation	Minimal public open space except for Mont St Aignan Way which had a linear green pedestrian and cycle route. Some mature trees and hedges.
Street type	Main roads, cul-de-sacs (some unadopted), mews.
Variations	
Each character area is made up of a variation of layouts and styles.	

E1. Mixed Age, Housing Type and Layout.

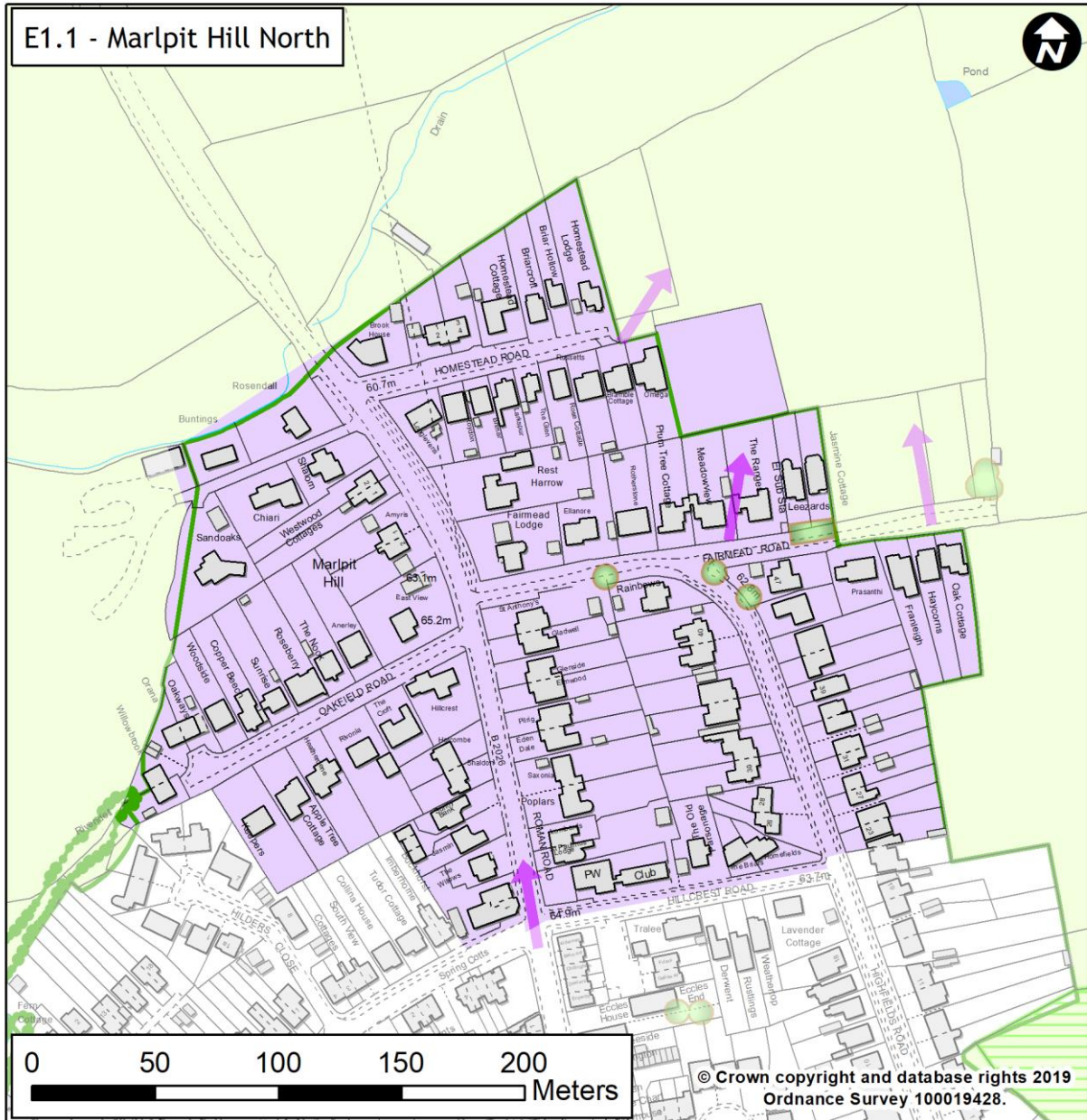
The following character areas are made up from a mixture of housing types and layouts, ranging from late 19th century to more recent infill. As the development is piecemeal there is not a coherent layout and housing design throughout each area. In general, buildings face on to the street and have a rear garden. The historical developments tend to be linear, and the more recent housing are located as back developments. There is minimal communal open spaces across these character areas.



An example of a Mixed Age, Housing Type and Layout.

E1.1 Marlpit Hill North

Comprising the northern end of Main Road, Homestead Road, Fairmead Road, Oakfield Road, and the northern end of Highfields Road.



Legend

- Character Area
- Conservation Area
- Listed Buildings
- Metropolitan Green Belt
- Green Space
- Open Spaces
- Tree Preservation Orders
- Important Tree
- Important Tree and Hedge Belts
- Body of Water
- Key Views

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Historical Context

Marlpit Hill was originally a separate settlement from Edenbridge, its name referring to the 'marl' or clay which was dug out for use in construction in the area. The northern most end of Marlpit Hill forms the edge of the built up envelope of Edenbridge, and has been gradually infilled since late 19th century, with several roads un-adopted.

E1.1 Marlpit Hill North

Locally Distinctive Contextual Features	Description
Age of buildings	Mid-late 19 th century (Victorian) – present day
Type of buildings	Detached, semis, terraces and bungalows
Main uses	Residential with church and community hall and shop on the corner
Building heights	1, 2 and 3 storey
Prominent building materials	Brick, render, tile hanging and timber framing
Predominant boundary treatments	Mix of hedges and soft landscaping and fences with some walls along Main Road
Open space/ vegetation	Views over adjacent countryside, hedges and mature trees
Street type	Major access road (B2026) with streets and some cul-de-sacs coming off it including some unadopted cul-de-sacs with gravel
Detractors	Most of the houses are set back in long plots so there is limited public realm. The main road going into Edenbridge

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Marlpit Hill North Character Area:

The set back of existing buildings and sense of enclosure should be respected.

The views across the adjoining countryside should be retained or enhanced

Traditional hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

There are a number of late 19th century/early 20th century houses which contribute to the diverse character of the area. These properties feature well-proportioned sash style windows, bays, prominent gables and chimney stacks, and varied decorative elements.



On Main Road, further infill through from 1930s to the 1970s has taken place; most properties are set back from the road with driveways, some behind walls, fences, hedges or trees, while others have open frontages. There are 3 pairs of large semi-detached bungalows with central gables built in the 1930s, which back onto further similar style of bungalows at the north end of Highfields Road.



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Several of the roads in this area: Homestead Road, Oakfield Road and Fairmead Road remain unadopted with gravelled surfaces, creating a more informal, rural character. This is reinforced by occasional views across the neighbouring countryside, and the verges, hedges and trees which generally form the boundaries onto the road. The houses are a mixture of ages and styles creating a varied roofline, and are often set back and partly hidden from the road.



St Paulinus Church, one of the 'Tin Tabernacles', a pre-fabricated corrugated iron building erected in the early 19th century to serve worshippers in Marlpit Hill, originally stood on the northern corner of the junction between Homestead and Hillcrest Roads. This was demolished prior to the development of four houses in the 1970s, although the Old Parsonage, and St Paulinus Church Centre still exist in Hillcrest Road.



Views

Heading north on Main Road there are views over the surrounding countryside, and from Homestead and Fairmead Roads there are views across the fields towards the North Downs.



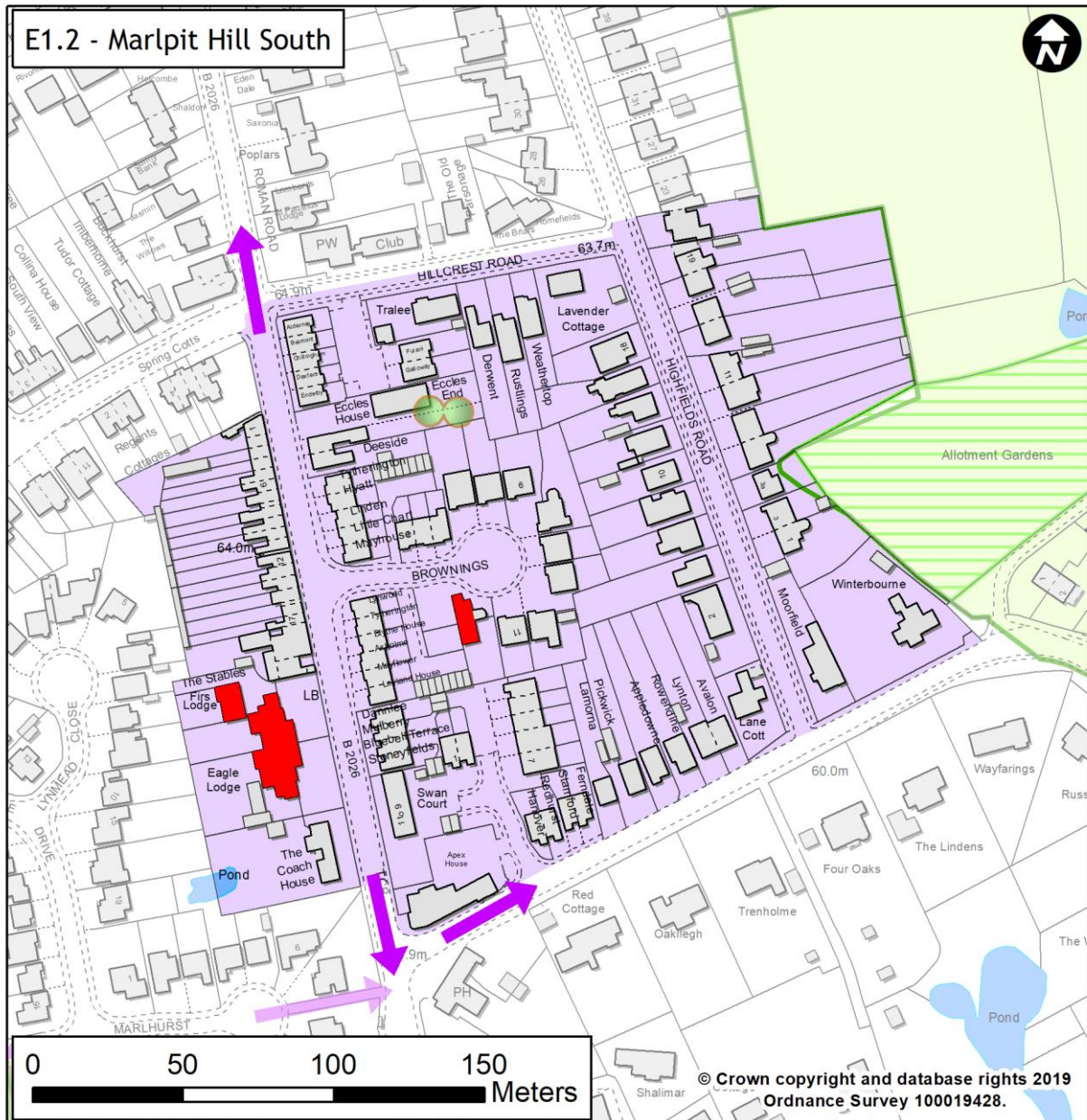
Boundaries

There are a wide range of boundary treatments in this area, with many properties set back behind hedges and fences. The side roads are more rural in character, with hedges and trees framing the views. The detached properties tend to have a more open character with driveways to the front of the house and grassed areas with some trees.





E1.2 Marlpit Hill South

Comprising Main Road from Hillcrest Road to Swan Lane, plus the southern end of Highfields Road, Swan Court, The Brownings and Haxted Place.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

Marlpit Hill was originally a separate settlement from Edenbridge, its name referring to the 'marl' or clay which was dug out for use in construction in the area. Brownings, a Grade II listed farmhouse with parts dating back to the 16th century, is now surrounded by a 1970s housing estate which bears its name, and is hidden way behind high hedges. The railway arrived in Marlpit Hill in 1842, and the other Listed Buildings, Eagle Lodge and Firs Lodge date from this time. The terrace of brick cottages, The Row, on the main road also date from the mid 19th century. Homefield Road was constructed in the early 20th century, and further infill development has taken place since.

E1.2 Marlpit Hill South

Locally Distinctive Contextual Features	Description
Age of buildings	1840s (Early Victorian) to present day
Type of buildings	Detached, semis, terraces and flats
Main uses	Residential
Building heights	1, 2 and 3 storeys
Prominent building materials	Brick, render, tile hanging, white brick
Predominant boundary treatments	Open frontage, hedges, brick walls, fences and railings. Building alignment of The Row housing sits directly onto the street
Open space/ vegetation	Some mature hedges
Street type	Street, major access road with two short residential cul-de-sacs
Detractors	No significant detractors, the area has a mixed character throughout

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Marlpit Hill South Character Area:

Regular building lines and the set back of existing buildings should be respected.

Hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the Listed Buildings should be preserved.

Area Characteristics

The earliest buildings in the area, Brownings, Eagle Lodge and Firs Lodge, are concealed behind high hedges and do not actively contribute to the street scene. Two detached mid-19th century houses on the corner of Swan Lane and Highfields Road, Moorfield and



Winterbourne, both contribute to the character of the area, with distinctive bay windows, porches, and chimney stacks. The red brick terrace of cottages, The Row, sitting close to the Main Road, also dates from the mid-19th century and features simple semi-circular doorheads, sturdy chimney stacks and long gardens.



Other late 19th century development includes Apex House, Eccles House and Deeside, which historically supported retail and commercial uses along Marlpit Hill. The converted ground floor is shown in the before and after pictures below.



Highfields Road was built in the early 1900s together with the small detached bungalows on the western side- they have a simple hipped roof over rendered elevations with a central gabled porch; the row of semi-detached 2 storey houses on the eastern side were not built until the 1960s. The Brownings development was built in the 1970s filling in the gap between the bungalows on Highfields Road and the main road. These are of red brick, with tile hung elevations at first floor level, and comprise terraced development onto the main road, and detached houses set around a short cul de sac behind the terraces. Further infill dating from the 1960s has taken place along the northern side of Swan Lane.



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Some of the more recent developments include: Swan Court; a three storey block on the main road, Haxted Place; accessed off Swan Lane and two/three storeys high, built in the mid 2000s between Apex House and Brownings, and the newest development of homes; a three storey block of five homes on Main Road and two homes behind on Hillcrest Road, built in 2018. The scale of development responds to that of the adjacent properties, along both Main Road and Swan Lane.



View

There are long views from Main Road both north and south, and the view along Swan Lane is framed by the hedges and trees in front of the properties to the south.



Boundaries

Many of the frontages in this area are open, either with driveways or grassed areas, or in the case of The Row, opening straight out onto the pavement. Properties along Swan Lane are generally set back behind fences or hedges. Recent development uses high white brick walls as a boundary treatment to the street.



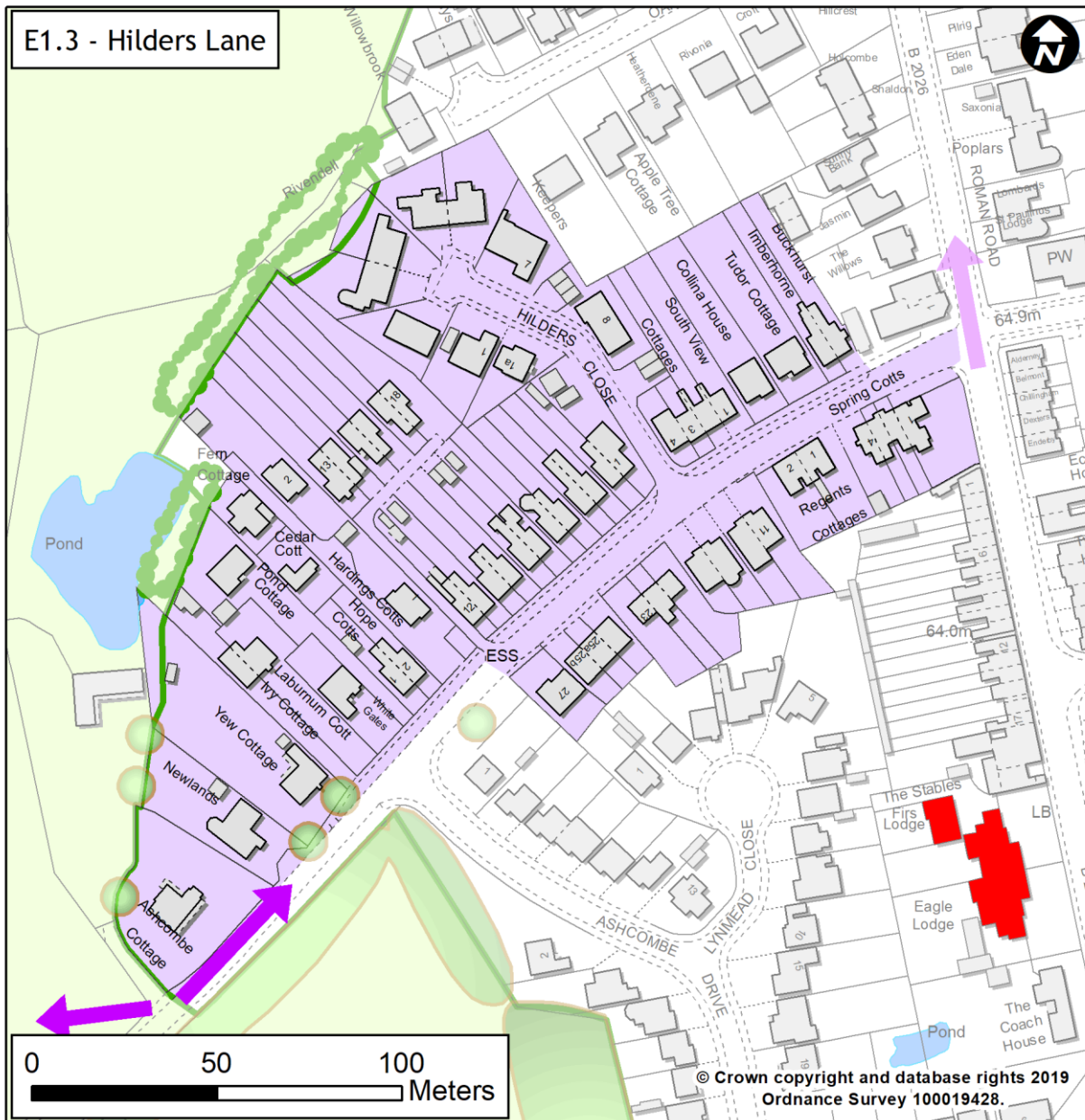
Listed Buildings

The Listed Buildings in this area, are Brownings, a farmhouse with 16th century origins, and Eagle Lodge and Firs Lodge, constructed around the same time as the railway arrived in the 1840s.










E1.3 Hilders Lane

Comprising Hilders Lane, Hilders Close and Hardings Cottages.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The earliest properties in this area date from 19th century, and there has been infill development over the intervening years, most recently a terrace of three houses replacing the Marlpit Hill Baptist Chapel.

E1.3 Hilders Lane

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Detached, semis and terraced
Main uses	Residential
Building heights	1, 2 and 3 storeys
Prominent building materials	Brick, render
Predominant boundary treatments	Hedges, low brick walls, picket fencing
Open space/ vegetation	Verges and trees
Street type	Residential, lane with cul-de-sac becoming a country lane, footway on northern side with street parking on both sides
Detractors	There is no footpath on the southern side of the lane, which turns into a country road with faster moving traffic.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Hilders Lane Character Area:

The harmonious palette of red or buff brick and render should be respected

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected.

Traditional detailing of doors and windows should be retained.

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Design Guidance

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained.

The views along Hilders Lane and across adjacent fields should be retained.

The hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The earliest development in this area was the building of several rows of cottages dating from the early 1900s, the most distinctive of which are Elm Cottages, six pairs of red brick gable fronted cottages, with slated roofs, central chimney stacks, and canted ground floor bay windows and side entrances. A further set of three pairs of cottages, Hardings Cottages, is set behind and only accessible via a narrow track from Hilders Lane. Regents Cottages are two single storey cottages set close to the road.



To the west of Elm Cottages there has been backland infill behind the cottages facing Hilders Lane, accessed via further narrow driveways between properties, resulting in a dense form of development. The final three properties beyond are detached houses set in large plots, well screened with hedges and trees. To the east of Elm Cottages, there is Hilders Close comprising bungalows and chalet-style bungalows dating from the 1960s clustered around a short cul de sac.



The most recent development is the replacement of the Marlpit Hill Baptist Chapel with a terrace of three houses, which echoes the gable fronts of Elm Cottages opposite, and uses similar materials, buff brick with red features, grey slate style roofing, and round windows as in the chapel.



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Views

Approaching from the west, trees, hedges and verges create a green frame to the development on Hilders Lane, easing the transition from country lane to suburban street.



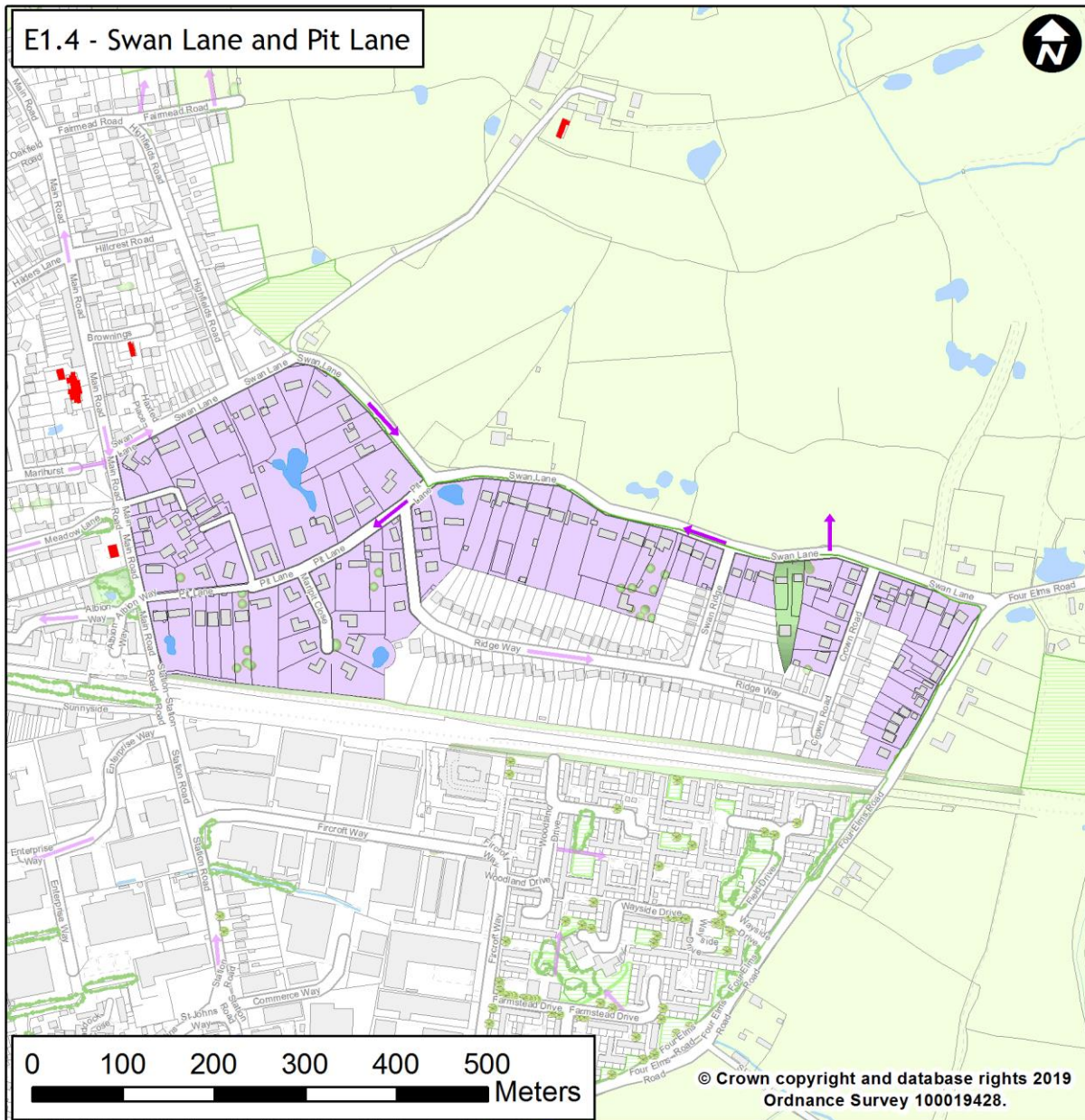
Boundaries

Boundaries are a mix of hedges, fences and some open frontages. Most buildings are set back from the road, some with grassed verges between the footway and the road. The hedges and other planting create a 'green screen' at many of the properties.














E1.4 Swan Lane and Pit Lane

Comprising Swan Lane, Pit Lane, Marlpit Close and the west side of Four Elms Road from the railway bridge to Swan Lane.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The area consists of mostly detached houses, many of which are located in large plots and set back from the road. The earliest date from 19th century, infill has taken place over the intervening years. Swan Lane forms the northern boundary between the built up area of Marlpit Hill, and the surrounding countryside.

E1.4 Swan Lane and Pit Lane

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Mostly detached plus some short terraces and semi-detached in the newest development as well as bungalows
Main uses	Residential
Building heights	1, 2 and 3 storey
Prominent building materials	Brick, tile hanging
Predominant boundary treatments	Hedges, fences, brick walls and open frontages
Open space/ vegetation	Mature trees and hedges, adjacent to open countryside
Street type	Country lane and cul-de-sac. Western part of Pit Lane and northern part of Crown Road are unmade
Detractors	High brick walls facing on to the street do not give a positive contribution to the public realm.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Swan Lane/Pit Lane Character Area:

The harmonious palette of brick, render and clay tile hanging should be respected.

The set back of existing buildings and sense of enclosure should be respected.

The views along the lanes, and across adjacent countryside should be retained or enhanced.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The earliest properties in this area, dating from late 19th century, are large detached houses set well back from the road in sizable plots, well screened by mature hedges, trees and other vegetation. The detail of these houses can generally only be glimpsed through the vegetation, but reflects the era featuring chimneys, bay windows, porches, and a variety of locally characteristic materials: red brick, render, clay tile hanging.



Most of the subsequent infill along Swan Lane and Pit Lane dates from 1960-70's, including Marlpit Close, featuring large detached, open-fronted houses arranged informally around a short cul-de-sac, and the far eastern end of Swan Lane and part of Crown Road, where the detached houses are set in smaller regular plots facing the road. Houses on the eastern end of Swan Lane are detached with bungalows set in smaller plots along Swan Ridge. The northern two thirds of Crown Road consists of detached and semi-detached bungalows (together with two 2 storey houses) in various sized plots. For Elms Road consists of detached, semi-detached and terraced homes in various sized plots.



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The most recent development built in 2011, Eden Chase, accessed off Main Road, takes its cue from the adjacent whitewashed brick house, The Chase, and The Albions, a Grade II Listed former hotel building opposite, to create a different character to that found elsewhere in this area. The gated development is group of 11 houses set behind a black gate. The predominant building materials are white brick with grey tiled hipped/pyramid hipped roofs. The buildings share a red brick paver driveway. Back gardens face on to the street and are screened behind high white brick walls. This creates a blank, inactive frontage to the street which does not contribute positively the public realm.



Views

The key views in this area are along the leafy, winding Swan Lane and partly unadopted Pit Lane, and across the fields to the north.



Boundaries

Many of the boundaries in this area are formed by mature hedges and trees, and in some places this is supplemented by brick walls or fences at low level. The properties fronting Main Road have a more urban feel, with brick walls and fences.



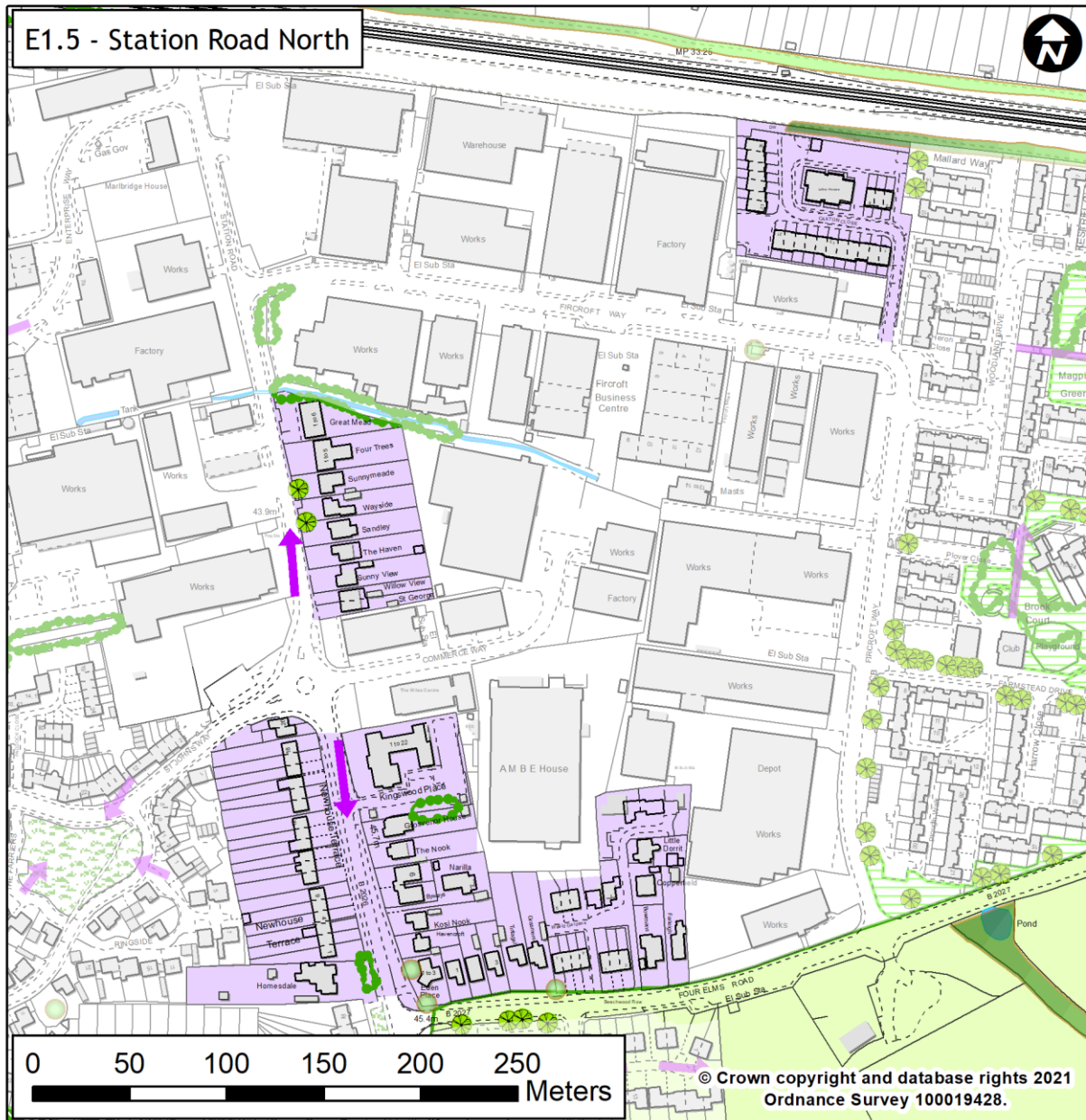
Locally Distinctive Positive Features

Tucked away in Pit Lane is a distinctive Arts and Crafts house, Marlpit Cottage, dating from 1906 and said to be designed by Hugh Baillie Scott, a leading Architect at that time with connections to Edenbridge. To the front of the house is an equally distinctive mature Cedar tree.














E1.5 Station Road North

Comprising the section of Station Road between Four Elms Road and Great Mead, a short stretch of Four Elms Road up to Farleigh and Caxton Close.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area was originally mostly farmland adjacent to the old Roman Road between the main town and Marlpit Hill. Old photographs show a few small weatherboarded cottages surrounded by open countryside. With the coming of the two railway lines, the area around the junction between Four Elms Road, the main route out of the town to the east, and the Roman Road started to be developed with both individual houses and bungalows, and Newhouse Terrace. Further densification of the area took place in the 1990s-2000s with the developments of Great Mead, Four Trees, Kingswood Place and Eden Place.

E1.5 Station Road North

Locally Distinctive Contextual Features	Description
Age of buildings	1920s- 2000s
Type of buildings	Detached, semis, terraces and flats
Main uses	Residential
Building heights	1, 2 and 3 storey
Prominent building materials	Brick, render, tile hanging
Predominant boundary treatments	Brick walls, fences, hedges and some open frontage
Open space/ vegetation	Some mature trees and hedges
Street type	Predominantly busy local distributor road
Detractors	The adjacent industrial estates create a contrasting environment to the scale and build of the residential area. There is also a busy road which detracts from the character of this area.

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Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Station Road North Character Area:

Traditional brick walls/hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The set back of existing buildings and sense of enclosure should be respected.

The rhythm of repeated gable ends, window and door openings, should be retained.

Area Characteristics

The area is very mixed with a range of building ages, scales, heights, materials and forms, and is dominated by the busy roads. New House Terrace, dating from the 1920s, consists of three two storey, hip roofed, rendered terraces, with buff stock brick gabled projections at either end of each terrace. They are set back on a regular building line, mostly with cars now parked in front.



Along Four Elms Road, the properties, a mix of houses and bungalows, are set back behind hedges and fences. The building on the corner, built in the early 2000s, is a three storey gabled apartment block, set at an angle to the two roads, and turns the corner well.



Weald Gardens was completed in 2016 and comprises of two short, three storey terraces which provides seven homes. Each house has off street parking and a back garden. Boundary treatments are notable through the change in material from the black tarmac on the footway to red brick pavers for parking area in the development. Fences and hedges are also used. Building form and materials include red brick on ground floor and off-white render for the upper; lean to red tiled porch with a flat top; red tiled mansard roof with white uPVC windows.



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Beechwood comprises of a short terrace of three two storey houses. Boundary treatments are notable through the change in material from the black tarmac on the footway to red brick pavers for parking area in the development. Building form and materials include red brick on ground floor and black weatherboarding for the upper, with a forward facing gable. The terrace of housing has three gables with two bay windows and two front doors with a pitched porch.



The former site of Westerham House, previously an industrial building, was completed in 2020 as a residential development. The development of 21 two-storey, red brick terraced dwellings features repeated gable roof lines, black weatherboarded jettied panel detail on the first floor. The three-storey block of 15 flats features a flat roof, red brick on the ground and first floor with weatherboarded finish on the third floor. Black tarmac has been used for both the road and pavement. Car parking is located in front of the terraced dwellings or in a car parking court.



Views

There are long views along the straight Roman Road, framed by railway bridges in each direction, and flanked to the east by trees and hedges screening development.



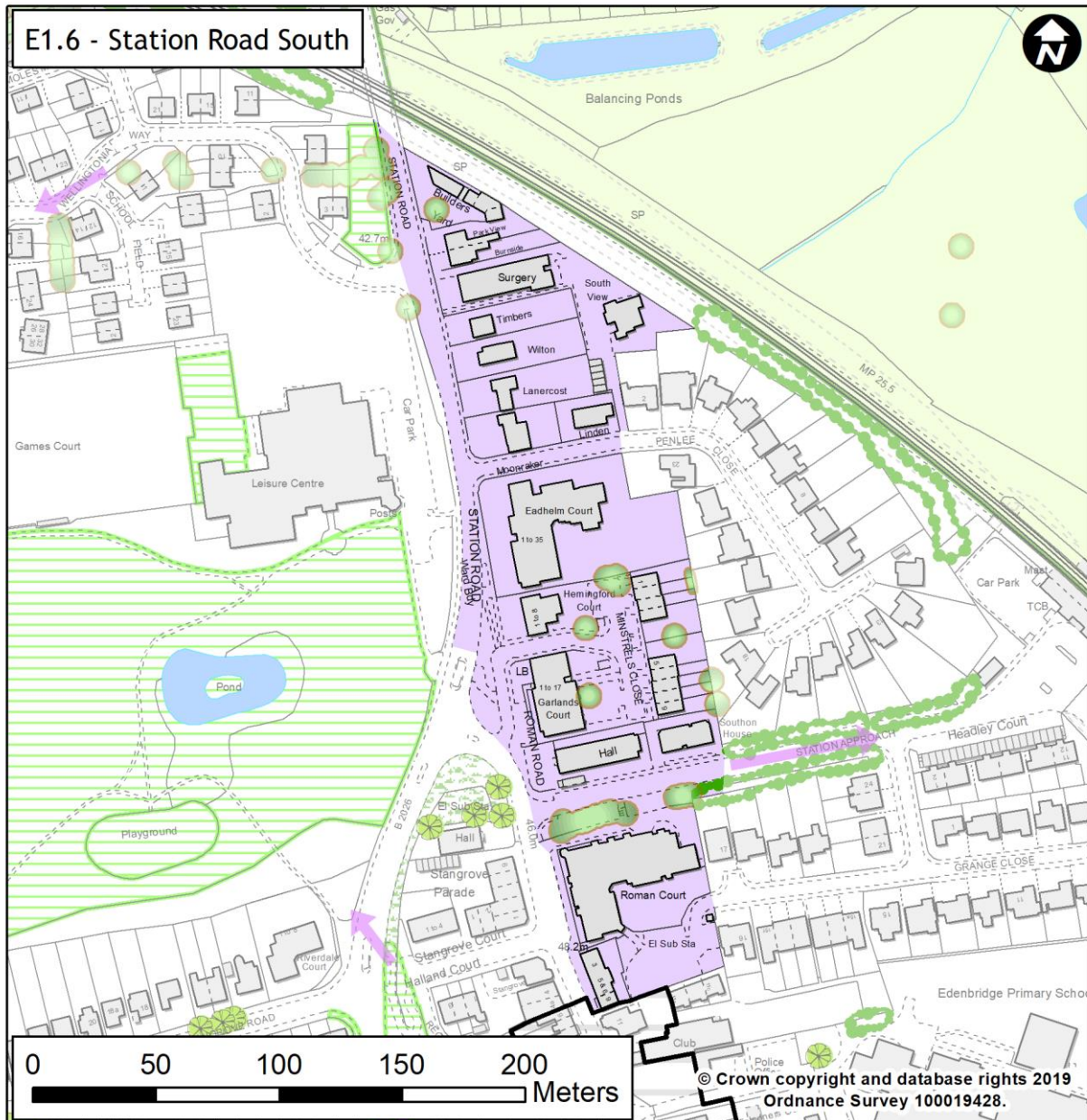
Boundaries

New House Terrace generally has open frontages, but elsewhere in this area there are boundaries formed by mature trees and hedging which screen properties, otherwise there are low brick walls or fences.



E1.6 Station Road South

Comprising area to the east of Station Road between the railway bridge and the Conservation Area.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

Historical Context

The area between the bridge and the WI Hall was originally developed from late 19th century onwards with large detached and semi-detached houses set in generous plots. More recently a number of these houses have been demolished and the sites redeveloped to provide retirement apartments (Eadhelm Court) and public housing (Garlands and Hemmingford Courts, and Minstrels Close). South of Station Approach, the corner site of Grange Villa is now occupied by Roman Court. This sheltered housing facility developed in the 2000s, replaced a large office building dating from the 1970s.

E1.6 Station Road South

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Detached, semi-detached, terraced and blocks of flats
Main uses	Residential, sheltered housing, health, community and commercial facilities
Building heights	2, 3 and 4 storeys
Prominent building materials	Brick, render, weatherboarding, tile hanging
Predominant boundary treatments	Hedges, brick walls, fences
Open space/ vegetation	Mature trees
Street type	Busy local distributor road and two cul-de-sacs, one leading to the train station
Detractors	A busy road detracts from the character of this area.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Station Road South Character Area:

The harmonious palette of brick, weatherboarding, render and tile hanging should be respected

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Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected,

The rhythm of repeated gable ends, window and door openings should be retained. The views across Stangrove Park should be retained

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced

Area Characteristics

The earliest buildings in this area date from 19th century and are closest to the railway line- a narrow two story workshop building, now a furniture workshop and retailers, and pair of three storey semi-detached houses, each with two storey bay windows beneath a deep gable. Running south on Station Road, there are a further five detached two storey properties developed in the 1950-60s, one of which is the local Medical Practice, which are set back behind high hedges. These properties are of similar height and form, but are in a range of materials- brick, tile hanging and black timber framing on render.



South of Penlee Close, more recent redevelopment has seen detached houses in large plots replaced with taller, denser three and four storey development of apartments on the Station Road frontage, and two short terraces of two storey houses behind. Materials used in all developments respond to the Wealden context- red and multistock brick, white weatherboarding, clay tile hanging and render, and the use of square bays and gables break up the elevations.



The WI Hall, dating from 1930s, is located on the corner of Station Road and Station Approach, and is a simple brick built 'barn' like structure, with the more recent addition of a shallow hipped, pitched roof entrance area.



Views

The main views from this area are looking westwards across Stangrove Park.



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Boundaries

The properties between the railway bridge and Penlee Close are mostly set well back between high hedges, and the properties south of Penlee Close have grassed frontages, either enclosed by brick walls and railings, or open.



E1.7 Mont St Aignan Way

Comprising Mont St Aignan Way between Stangrove Park and Lingfield Road, plus the short top portion of Stangrove Road, Regency Close, Post Office Mews, Cranbrook Mews and Croft Lodge.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

Agenda Item 6

Historical Context

Mont St Aignan Way is a stretch of new road which was built in the mid 2000s to provide an alternative route for through-traffic to avoid the High Street, running from the junction with Station Approach, crossing both Stangrove Road and Lingfield Road, through to just south of the River Eden. The route had been safeguarded for this purpose since the 1950s. Following completion of the road, a number of small 'backland' sites located between the High Street and Mont St Aignan Way have been developed with housing with access being from the high street. The top end of Stangrove Road, now a short cul-de-sac, mostly dates from the 1960s.

E1.7 Mont St Aignan Way

Locally Distinctive Contextual Features	Description
Age of buildings	One 19 th century building, mostly 1960s to present day
Type of buildings	Mostly terraces
Main uses	Residential and commercial
Building heights	2 and 3 storey
Prominent building materials	Brick, tile hanging
Predominant boundary treatments	Open frontage, hedges, brick walls
Open space/ vegetation	Linear pedestrian and cycle way which is surrounded by grassed areas, trees and incorporates seating
Street type	Local distributor road and residential cul-de-sac with a segregated, shared foot and cycle path running north to south
Detractors	Mont St Aignan Way is a high street relief road. This severs the residential areas to the west of Edenbridge to the town centre.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Mont St Aignan Way Character Area:

The harmonious palette of brick, weatherboarding, render and tile hanging should be respected

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected,

The views across Stangrove Park and along Mont St Aignan Way should be retained or enhanced.

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced

Area Characteristics

The oldest building in this area is the Victorian building on the southern corner of Stangrove Road and the High Street. Originally a Dairy, it features red brick, with buff banding, and a tile hung gabled bay. The remaining buildings, Stangrove Court and Stangrove Parade, at the top end of Stangrove Road date from the 1960s; those close to the High Street feature shops on the ground floor and flats above. Halland Court consists of a terrace of three two storey neo-Georgian style houses.



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More recently three small 'mews' style developments have been built on land which backs onto Mont St Aignan Way; therefore the development is somewhat piecemeal. Cranbrook Mews and Post Office Mews are accessed from the High Street, and Regency Close from Stangrove Road. Stangrove Road has pedestrian and cycle access to Mont St Aignan on the western side which links up to a north-south green way segregated from the main road. Each of the three developments is located adjacent to the Conservation Area.



Views

The key views in the area are across Stangrove Park, and along the green swathe bordering Mont St Aignan Way.

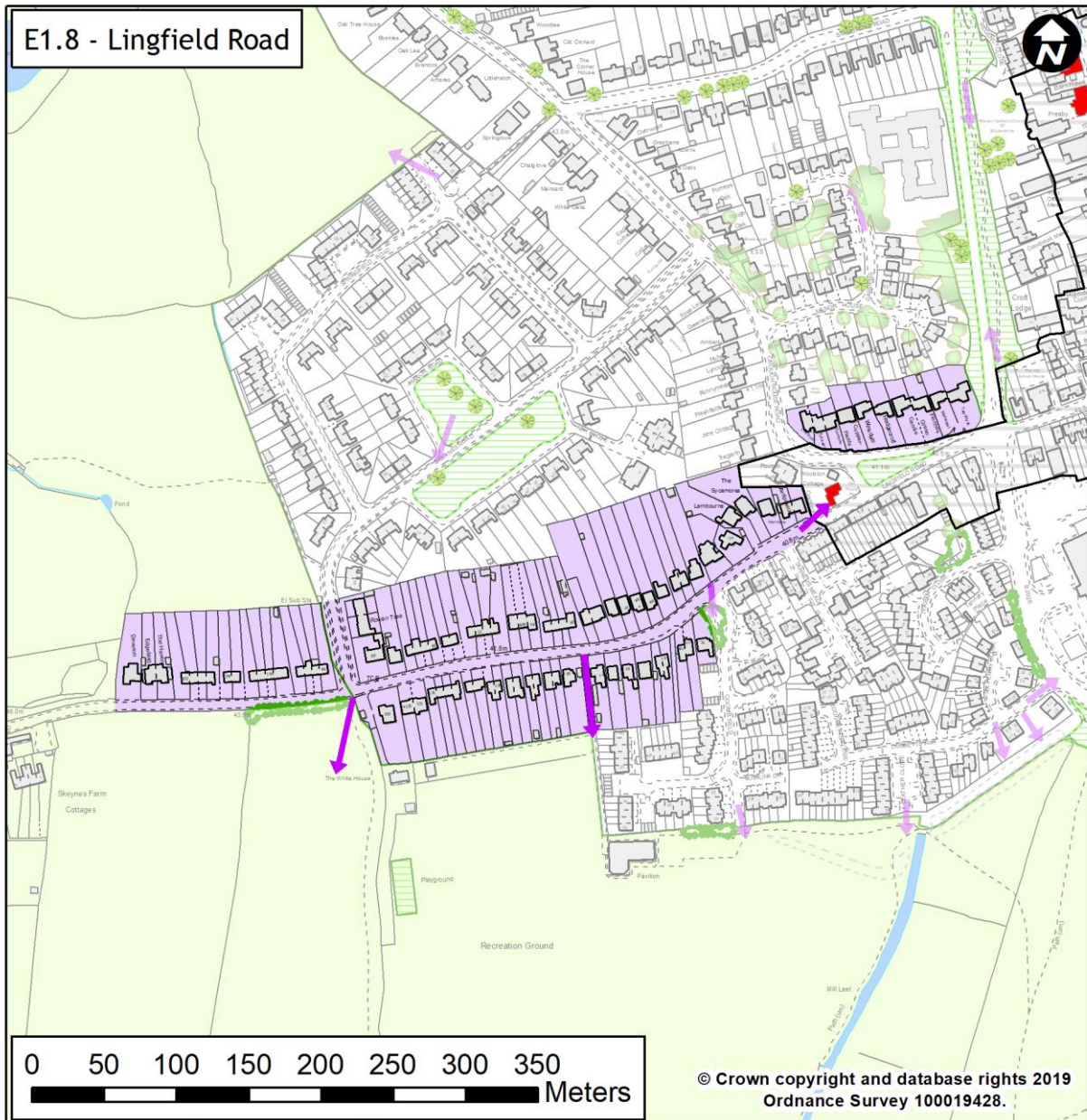


Boundaries

The properties at the top end of Stangrove Road are open fronted, and close to the pavement. The mews style developments are gated, behind brick walls and accessed via iron gates. The rear brick walled boundaries of these properties back onto the green space alongside Mont St Aignan Way.

E1.8 Lingfield Road

Comprising the stretch of Lingfield Road from the junction with Mont St Aignan Way through to the edge of the built up area, but excluding the Conservation Area.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

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Historical Context

This area consists of linear development along Lingfield Road, the main route into town from the west, comprising of housing from the 19th century through to the present day. The westernmost part of this development (Deveron to no.96 Lingfield Road) lies beyond the designated built envelope of the town. At the eastern end it abuts the Conservation Area, the Listed Pound Cottage and the early Victorian terrace of cottages.

E1.8 Lingfield Road

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Mix of terraces, semis and detached
Main uses	residential
Building heights	1 and 2 storey
Prominent building materials	Brick (red and multi) and clay tile
Predominant boundary treatments	Hedges and low fencing
Open space/ vegetation	Hedges and mature trees
Street type	Street, major access road (western link into town)
Detractors	<p>Overhead telephone wires detract from the streetscene</p> 

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Lingfield Road Character Area:

The palette of multi and red brick, tile hanging, black and white framing and render should be respected

Regular building lines should be respected. The set back of existing buildings and sense of enclosure should be respected,

Traditional detailing of doors and windows should be retained

The rhythm of repeated gable ends, window and door openings, and chimneys, should be retained

Traditional hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

The setting of the adjacent Conservation Area should be preserved or enhanced

Area Characteristics

This area marks the transition from countryside to town along the Lingfield Road, and development has taken place in several phases- the first phase of development took place during the 19th century, mostly detached and semi-detached houses, followed by public housing, mostly in terraced form, developed in the 1930s. Further varied infill has since taken place. There is access to the Recreation Ground off Lingfield Road.

The 19th century development features red multi-stock brick, gabled roofs and porch features, chimney stacks and timber sash windows. There is some tile hanging and black and white framing. The houses are set back from the road, mostly behind hedges, with space now utilised for off-road car parking.



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Public housing, developed in the 1930s, is cottage style, with hipped roofs, squat chimney stacks and tile hung first floors.



Later infill includes the bungalows to the north of Pound Green, set well back, and four large detached houses, no.s 46-48A Lingfield Road, which incorporate black and white timber frame upper storeys, and a number of individual detached houses of varying design.



Views

There are narrow glimpses into the Recreation Ground and across the adjacent fields, and wider views across Pound Green, but the main views along the road are framed by mature trees and hedges, with the buildings mostly set back behind the vegetation.



Boundaries

Frontages are mostly hedges or low fencing, with some frontages open with lawns and driveways. The overall effect is of a green corridor.



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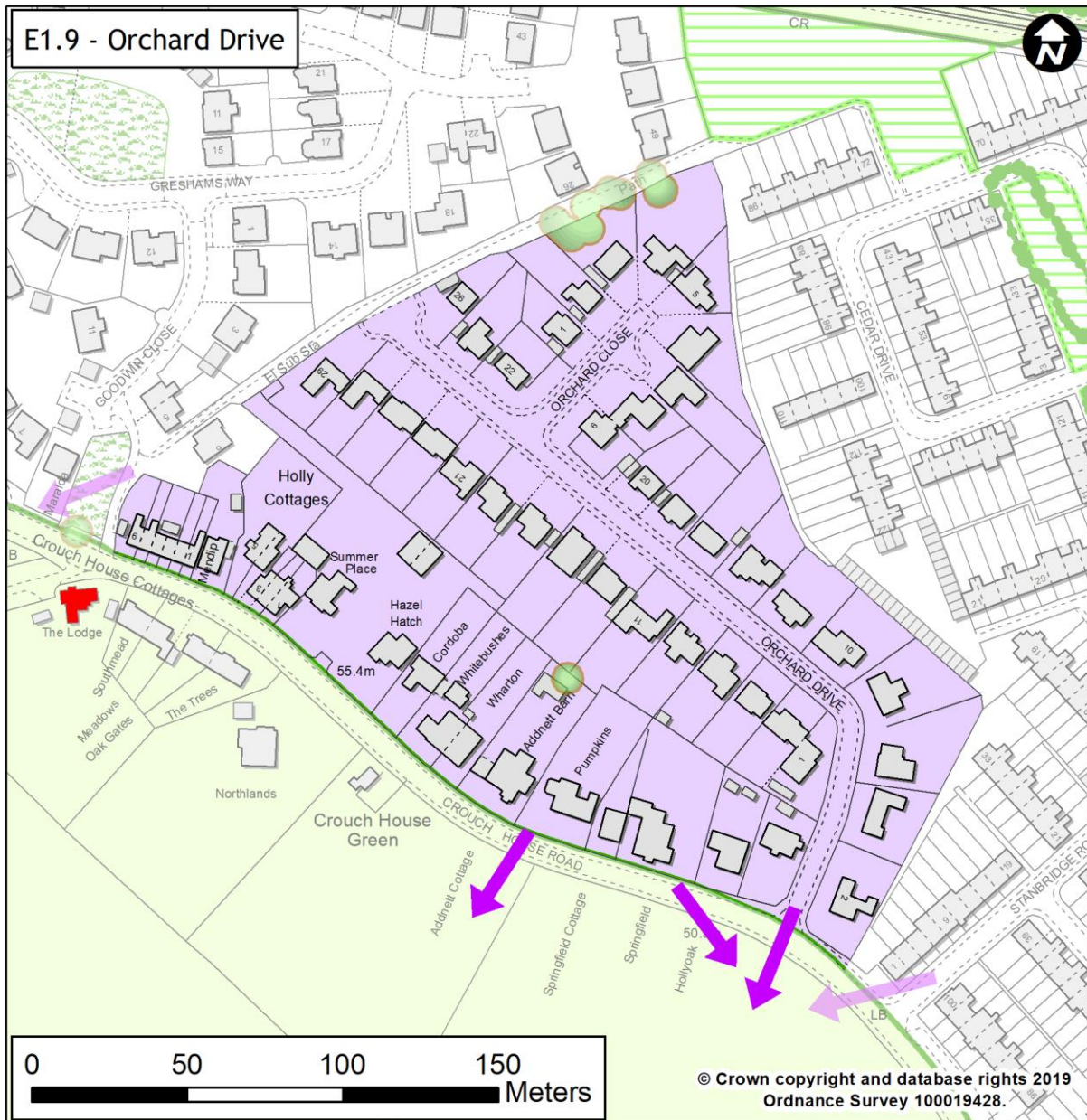
Detailing

The 19th century properties have a variety of detailing including red brick bands, mixture of porch details, squat chimney stacks and nicely proportioned sash windows, which contributes to the character of the area.




E1.9 Orchard Drive

Comprising Orchard Drive, Orchard Close and the properties to the north of Crouch House Road, between Crouch House Cottages and Orchard Drive.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The earliest OS maps from 1870 show a small settlement, on what was then called Crouch House Lane, called Crouch House Green. The earliest properties along Crouch House Road date from the 19th century, with further infill since then. Orchard Drive and Orchard Close were developed as private housing in the 1960s. The area forms the edge of the built up envelope of the town, and the properties to the south of this section of Crouch House Road lie within the Green Belt.

E1.9 Orchard Drive

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Mostly detached with a few semis and terraces
Main uses	Residential
Building heights	1, 2 and 3 storey
Prominent building materials	Brick, render, tile hanging
Predominant boundary treatments	Mix of hedges, brick walls, fences and open frontage
Open space/ vegetation	Mature trees, adjacent fields
Street type	Residential, cul-de-sac
Detractors	No significant detractors to this area.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Orchard Drive Character Area:

The views across the fields should be retained

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.

Area Characteristics

The area divides into two parts- Orchard Drive and Orchard Close, developed in the 1960s consists of two storey, gabled detached houses with garages, many with open frontages, set back on a regular building line.



The properties along Crouch House Road are more varied, both in age and size. Crouch House Cottages at the western end is a modest, colourwashed Victorian terrace set close to the road. A pair of Victorian semi-detached houses, Wharton and Whitebushes, are three storey and are the most decorative buildings on the street (see more information under details paragraph)



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Infill along Crouch House Road has taken place at intervals with a very varied mix of styles, materials and forms. Some are well set back, while others lie close to the road.



Views

The main views are across the fields to the south of Crouch House Road, and from the entrance into Orchard Drive there are distant views of Dry Hill. Hedges and mature trees frame the views along both sides of Crouch House Road.



Boundaries

In Orchard Drive and Orchard Close the frontages are a mix of open frontage, with trees and shrubs softening the hard landscaping of the driveways, and hedges and low fences. Along Crouch House Road, there is a variety of boundary treatments including walls, hedges and fences.



Detail

The older properties along Crouch House Road feature some traditional detailing which adds to the character of this area, including decorative barge boards and ridge tiles, stucco quoining, string courses and corbelling, and ornamented porch details.

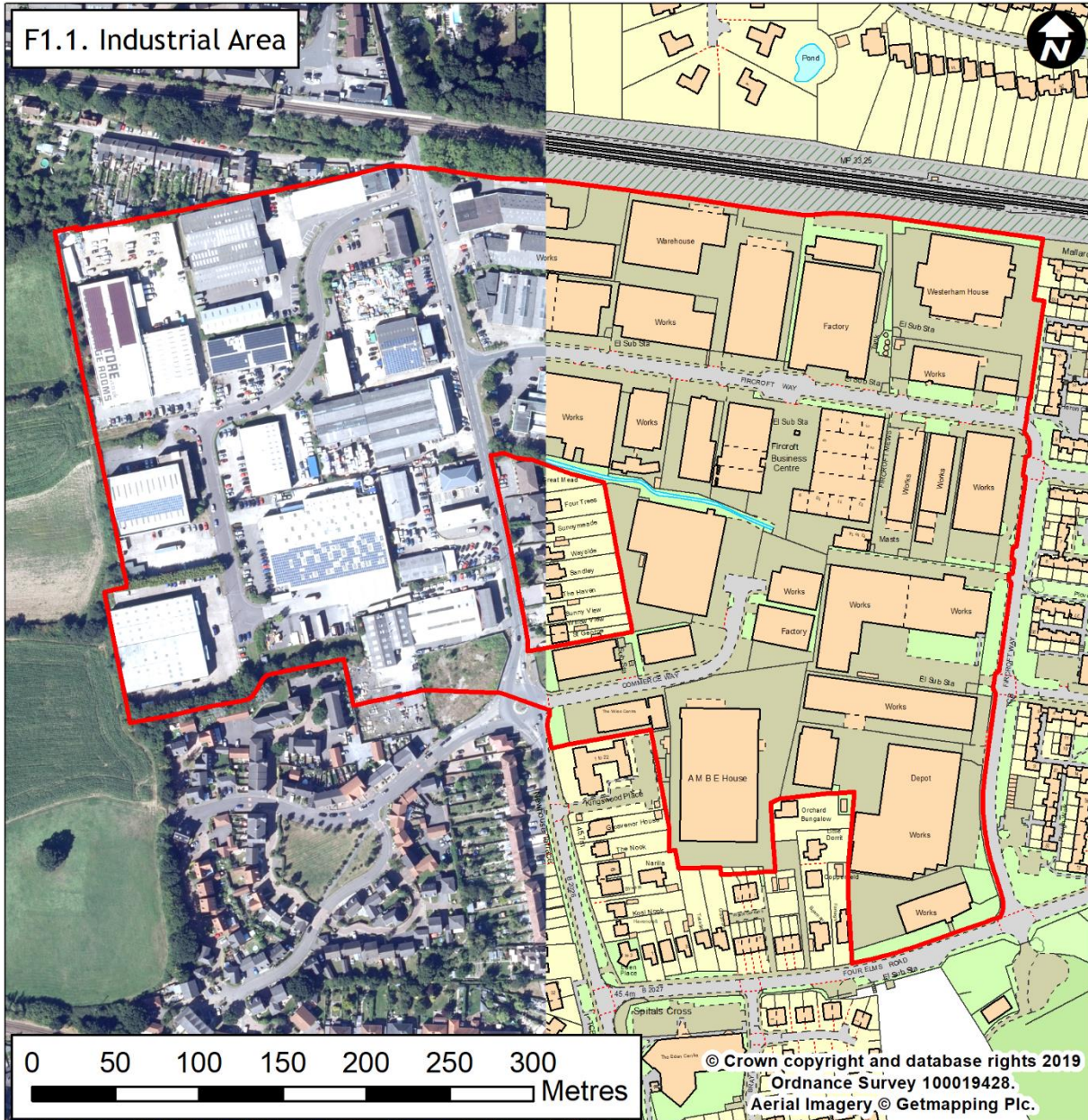


F. Predominantly Non-Residential (1960s – current)

Locally Distinctive Contextual Features	Description
Age of buildings	Some later 19 th century but predominantly 1960s to present day
Historical context	Edenbridge expanded in 19 th century with the building of two rail lines. First, the Redhill to Tonbridge line opened in 1842, then the London Brighton and South Coast Railway reached town in 1888.
Type of buildings	Mostly large individual units, some one or two storey residential
Main uses	Light Industry, community facilities (some housing)
Building heights	1, 2 and 3 storey
Prominent building materials	Brick (red and multi stock), profiled metal sheeting cladding,
Predominant boundary treatments	Hedges, brick walls and fences (mostly utilitarian)
Open space/ vegetation	Mature trees and hedges but areas tend to dominate with hardstanding – community focused areas have more open/green space
Street type	Local distributor road with linear development continuing along streets
Variations	
F1. Industrial/Commercial	
F2. Community Uses or Primarily Non-residential	

F1. Industrial

Large, functional, freestanding buildings surrounded by car parking and predominantly hard standing with minimal soft landscaping. These areas are located near distributor roads which provide access into and out of the estate with wide streets to cater for heavy goods vehicles.

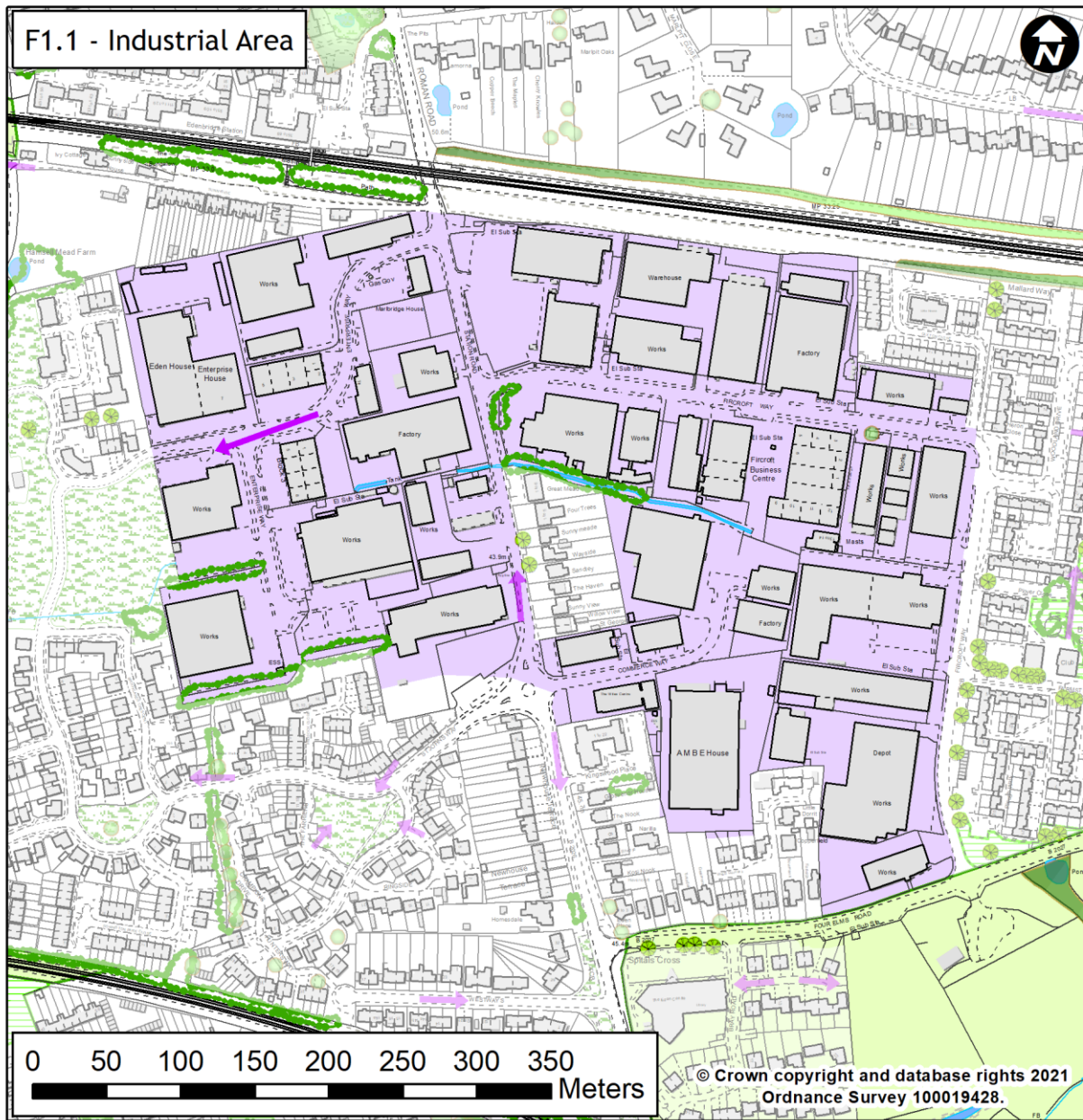


An example of an Industrial/Commercial Layout












Note: this map is representative to show layout, therefore it may not show recent developments.

F1.1 Industrial Area

Comprising Fircroft Way, Enterprise Way, Commerce Way.




Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Historical Context

The area consists of three separately accessed industrial estates developed in the 1960s as part of the London County Council (LCC) ‘overspill’ programme to provide employment opportunities for the new residents of the Stangrove and Spitals Cross estates. The land had previously been farmland. The first development took place along Fircroft Way. Redevelopment of individual sites has taken place over time, mostly retaining employment uses. At the time of writing, development of a supermarket, store and shop units are under way to the east of Station Road along the railway line.

F1.1 Industrial Area

Locally Distinctive Contextual Features	Description
Age of buildings	1960s onwards
Type of buildings	Industrial units (big box)
Main uses	Industrial, commercial, business and service uses
Building heights	1 and 2 storeys
Prominent building materials	Brick, profiled metal sheeting cladding
Predominant boundary treatments	Open frontage, low brick walls, hedges and fencing
Open space/ vegetation	Some mature trees, grass verges
Street type	Wide distributor roads with footways along both sides
Detractors	<p>Some uneven road surfacing, particularly in Commerce Way.</p> 

Design Guidance

In proposing new development within the Industrial Estate Character Area:

Building forms should respect existing building lines and allow for the functional requirements of the building.

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Proposals that impact the carriageway and footpaths, should respond to government and local guidance, including with the National Design Guide, Manual for Streets and Kent Design Guide.

Existing hedged boundaries, together with mature trees which contribute to the character of the area, should be retained and enhanced, where possible.

Area Characteristics

The area contains a wide variety of industrial and commercial buildings, ranging in date from the original development in the 1960's through to recent development. The buildings vary in terms of their materials, roof shapes, and fenestration. This gives a piecemeal building character to the area which is reinforced by large areas of hard surfacing and, generally, minimal landscaping (other than landscaping that is used as a boundary treatment). Whilst the area has an overall strong utilitarian character, it also functions as a thoroughfare to access the surrounding residential areas.





Views

The mature trees and dense vegetation along the railway embankment provide a green backdrop to the views to the north.



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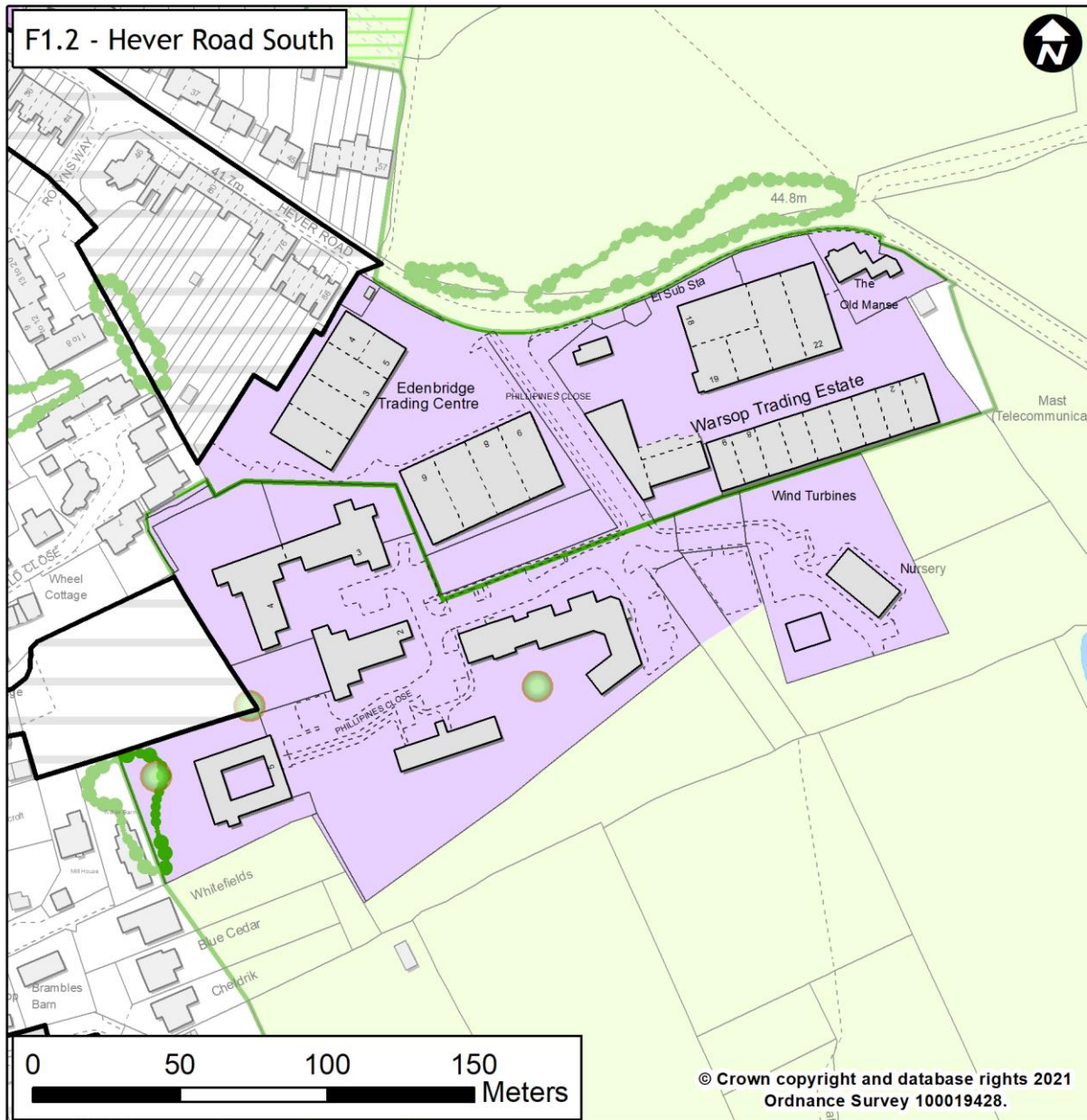
Boundaries

There is a great range of boundary treatments across the area; many properties have open frontages, either all hard surfaced, or with grass verges. Fencing includes utilitarian mesh, timber post and rail and picket style, and there is some use of hedges and planting. Enterprise Way has incorporated landscaping, improving the appearance of the area.













F1.2 Hever Road South

Comprising Edenbridge Trading Centre, Warsop Trading Estate, Philippines Close, and a short stretch of Hever Road.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

The area consists of two small trading estates, a single house and a residential care home. The Warsop Trading Estate was previously the 'Presta' Mineral Water Bottling Works, and the Edenbridge Trading Centre occupies the site that was formerly the local Gas Works. The Old Manse dates from the late 19th century, and the residential care home for adults with learning disabilities moved to the purpose built facility in Philippines Close in 2005.

F1.2 Hever Road South

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Mostly industrial units and purpose built residential care home
Main uses	Commercial/manufacturing, residential care home
Building heights	1 and 2 storey
Prominent building materials	Brick, corrugated sheeting
Predominant boundary treatments	Hedging and metal fencing
Open space/ vegetation	Some mature trees
Detractors	Some of the industrial units are in a poor state of repair and detract from the character of this area especially as it is a gateway from east-west.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Hever Road South Character Area:

The views across the fields to the town and North Downs beyond should be retained

Hedged boundaries, together with mature trees and natural landscaping which contributes to the character of the area, should be retained, and enhanced.

The setting of the adjacent Edenbridge Conservation Area should be preserved or enhanced

Area Characteristics

The area forms the gateway to the south end of Edenbridge from the east, marking the transition from open countryside to built up town. The one house, The Old Manse, which dates from the late 19th century, and has been considerably extended since, enjoys views at the front across the fields towards the town, but is very close at the side to the neighbouring industrial estate.



The entrance to the residential care home, and hostel, via Philippines Close, cuts between the two Trading Estates, and follows the old footpath route. The residential care home development consists of a series of one and two storey hip-roofed brick buildings, spread out across the site, and providing a range of specialised living accommodation and communal facilities.

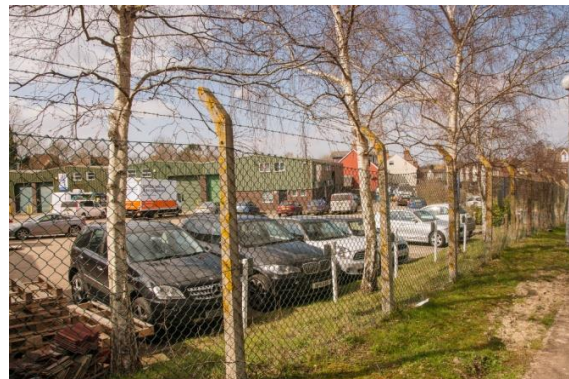


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The hostel, originally a horticultural facility, was adapted to provide bed and breakfast accommodation for visitors to the area, is currently closed. The low key building has a shallow curved monopitch roof and is clad in stained weatherboarding. The nearby wind turbines provide a visual marker in the landscape.



The Warsop Trading Estate includes some buildings which date back to its previous life as the Presta Mineral Water Bottling Works, but these are mostly in a poor state of repair, and together with metal fencing and the more recent utilitarian industrial units, detract from the overall appearance of this gateway into and out of the town.

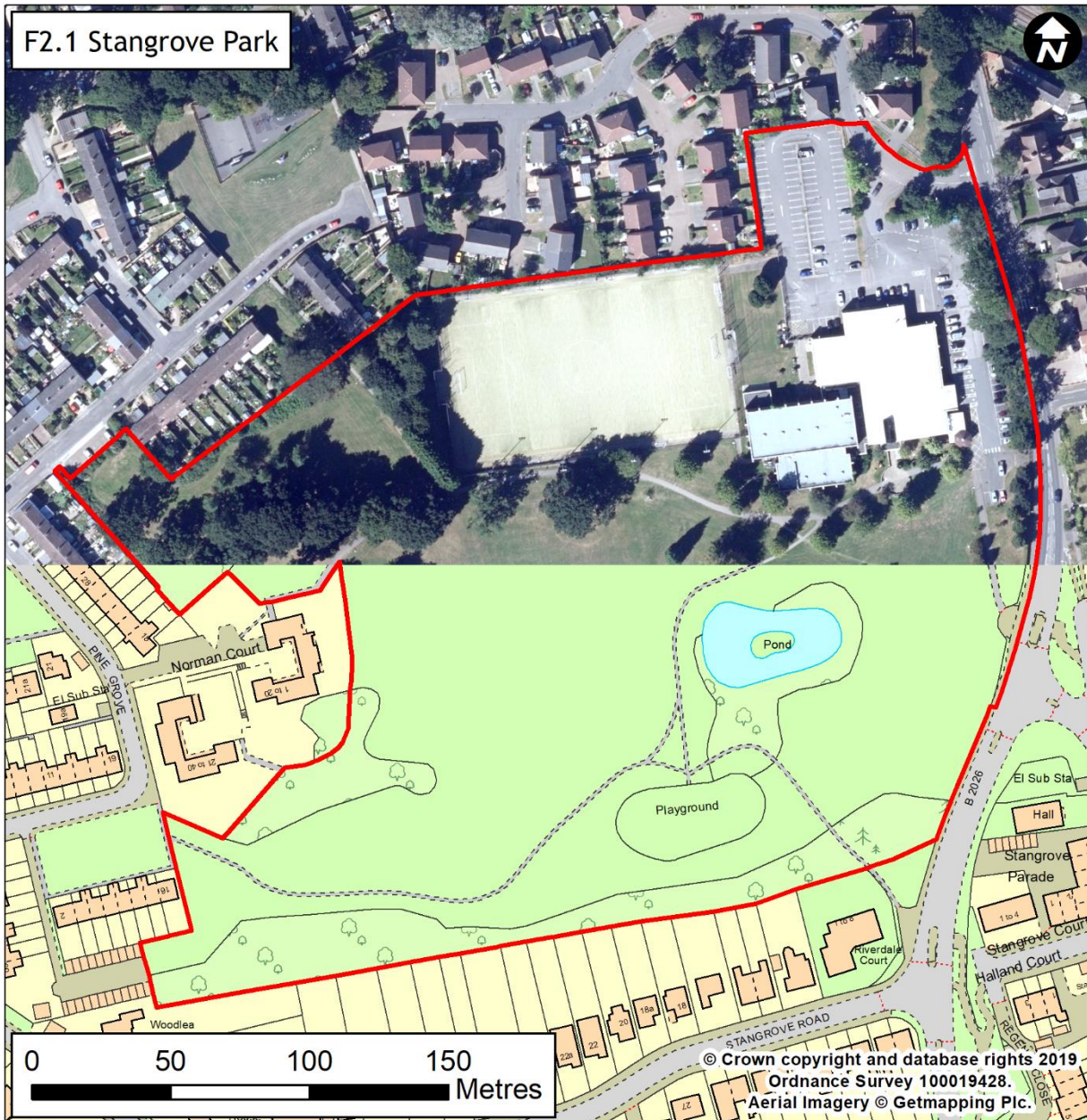


The Edenbridge Trading Centre consists of two blocks of industrial units, set back from the road, and partly screened by a fence and hedging.



F2. Community Uses or Primarily Non-residential

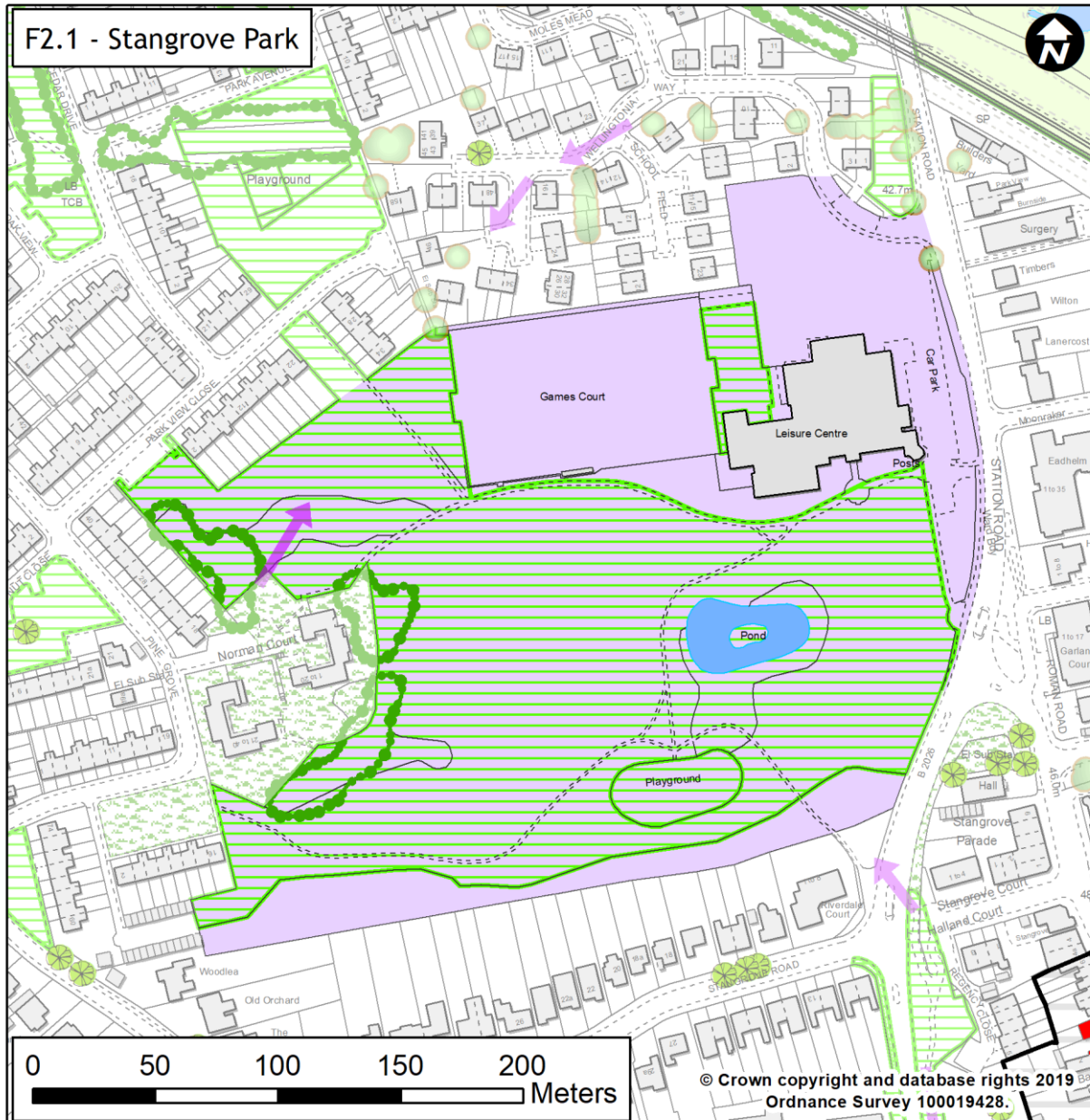
Areas that have a mix of uses, comprising of primarily a standalone building that is used for local community uses, learning or service uses (i.e. primary school, sports centre). Other areas may have large opens spaces or some residential.













An example of a Community/Learning/Service Uses

F2.1 Stangrove Park

Comprising the public open space of Stangrove Park, including the Leisure Centre with swimming pool, sports pitches, pond and associated car parking.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

Agenda Item 6

Historical Context

The park was created as public open space, when the Stangrove Estate was developed in the late 1950s- early 1960s as one of the London County Council's 'overspill' estates. The leisure centre was built in two phases. The first was the "dryside" which was built in 1983/84, the second phase was added in 1989/90, incorporating the "wetside" (pools etc.) of the buildings. The all-weather pitch was added in 1990 and has been refurbished since. On the 1st edition OS map of 1870, there is a large house, indicated as 'Stangrove' where Norman Court is built, and within the extensive grounds of the house, the pond in the park is clearly marked.

F2.1 Stangrove Park

Locally Distinctive Contextual Features	Description
Age of buildings	1970s – 1990s
Type of buildings	Large leisure unit
Main uses	Indoor recreation
Building heights	Two storeys (non-residential)
Prominent building materials	Brick and profiled metal cladding
Predominant boundary treatments	Court metal hoop fencing, mature trees and hedges
Open space/ vegetation	Parkland with mature trees, pond with benches
Street type	Car park access from Station Road, B-road. Pedestrian access through the park to Stangrove Estate
Detractors	This area exhibits a strong sense of character, the Leisure Centre is a prominent building of functional design.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Stangrove Park Character Area:

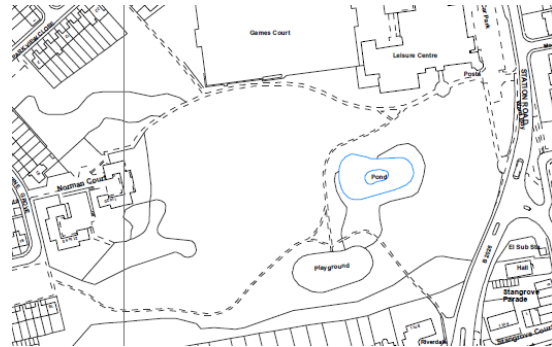
The open character and views across the park should be enhanced.

The important tree belts and hedges should be retained or enhance.

Connectivity to and from the site and the existing character area should be retained or enhanced.

Area Characteristics

Stangrove Park contains many fine mature trees that would have featured in the extensive grounds of the former large house, Stangrove. The land slopes gently down from the western side towards Station Road, and the curving pathway from Norman Court down past the Leisure Centre follows the earlier entrance driveway, which can be seen on the 1870 map running from the then Lodge up to the main house.



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The Leisure Centre, originally built in the 1970s, and extended several times since, provides a wide range of sporting facilities including swimming pools, gym facilities and an astroturf pitch.



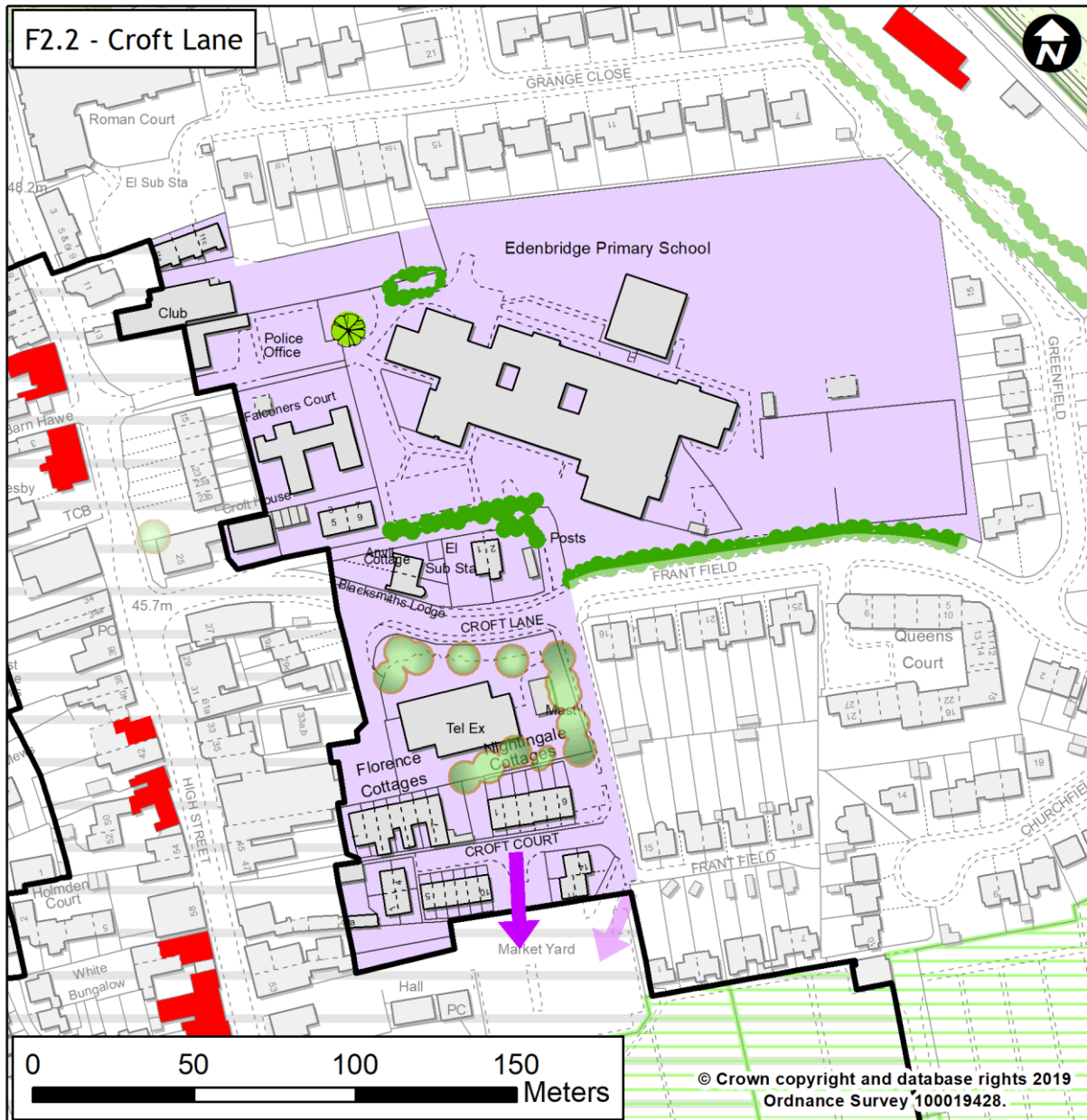
Views

There are prominent views into and across this large green space with its many mature trees, gently sloping terrain, curving pathways and across the pond



F2.2 Croft Lane/Croft Court

Comprising Croft Lane, Croft Court, plus properties accessed from entrances that lead off the High Street and to Edenbridge Primary School.



Legend

- | | | |
|-------------------------|--------------------------|--------------------------------|
| Character Area | Green Space | Important Tree and Hedge Belts |
| Conservation Area | Open Spaces | Body of Water |
| Listed Buildings | Tree Preservation Orders | Key Views |
| Metropolitan Green Belt | Important Tree | |

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Historical Context

The area consists of land to the east of the top end of the High Street, which in the early 1920s contained a short terrace of cottages, a pair of semi-detached cottages and a small school building, plus orchards and glasshouses. The original route of Croft Lane can still be seen running at right angles to the High Street – it was redirected when Forgecroft was developed in 1960s. Today this area contains a wide range of uses, including a telephone exchange, the expanded primary school, the ex-police station, care home, and residential developments. The area borders the Edenbridge Conservation Area to the west and the south.

F2.2 Croft Lane/Croft Court

Locally Distinctive Contextual Features	Description
Age of buildings	Late 19 th century (Victorian) through to present day
Type of buildings	Detached, semis and terraces
Main uses	Mixed – learning, non-residential, sui generis and some residential (school, care home, members club, telephone exchange and housing)
Building heights	1, 2 and 3 storey
Prominent building materials	Red brick, red tile hanging
Predominant boundary treatments	No coherent use of treatment which reflects the mix of uses - hedges with low brick wall (around school), chain link fencing, brick walls, picket fencing, closed boarded and some grassed boundary
Open space/ vegetation	School playing fields (screened from street) some mature trees and hedges
Street type	Lanes, minor access with footway perpendicular to High Street
Detractors	The utilitarian boundary treatment of the Telephone Exchange building detracts from the character of the area, opposite the school and adjacent to the Conservation Area. Lanes are potholed and lack greenery.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Croft Lane/Croft Court Character Area:

The views across Market Yard towards the Church should be retained

Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated

Buildings should be designed and positioned with landscaping to define and enhance streets and spaces.

The setting of the adjacent Edenbridge Conservation Area should be enhanced

Area Characteristics

The earliest development in this area, the short terrace, Florence Cottages, is now tucked away at the end of a service road behind the High Street shops. It would originally have been accessed via the narrow alleyway from the High Street which runs into Croft Court. It is a modest multistock brick terrace with sash windows, semi-circular arched doorways and a slated roof with decorative ridge tiles, although some of the houses have been altered since.



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The Edenbridge Primary School occupies a large site, with a vehicular access off the High Street, and pedestrian entrances from Croft Lane. The single storey, pitched roof building, originally dating from early 1900s, has been extended several times. The perimeter of the site has high hedges which conceal the buildings from the surrounding area.



The area contains several small housing developments, a mix of semis and terraces, including Croft Court, developed in the 1970s, and Nightingale Cottages, built in 2000s, both of which look out over the Market Yard car park, and three small blocks accessed from the original Croft Lane.



The Telephone Exchange building occupies a prominent site corner site on Croft Lane, and although softened by trees, the utilitarian boundary fencing detracts from the character of the area.



Lanes that come off the High Street are used as car parking courts with residential backland development. The most recent development from the mid 2010s is contemporary in design. Building materials include vertical timber cladding, dark grey aluminium windows with matching rainwater goods and two storey bay windows which are integrated into the pitched roof. Quality of the lanes is poor with numerous potholes and little greenery which does not create an attractive public realm and sense of arrival for new developments.



Views

The main views are across Market Yard car park towards the Church, churchyard and cemetery, and the trees.



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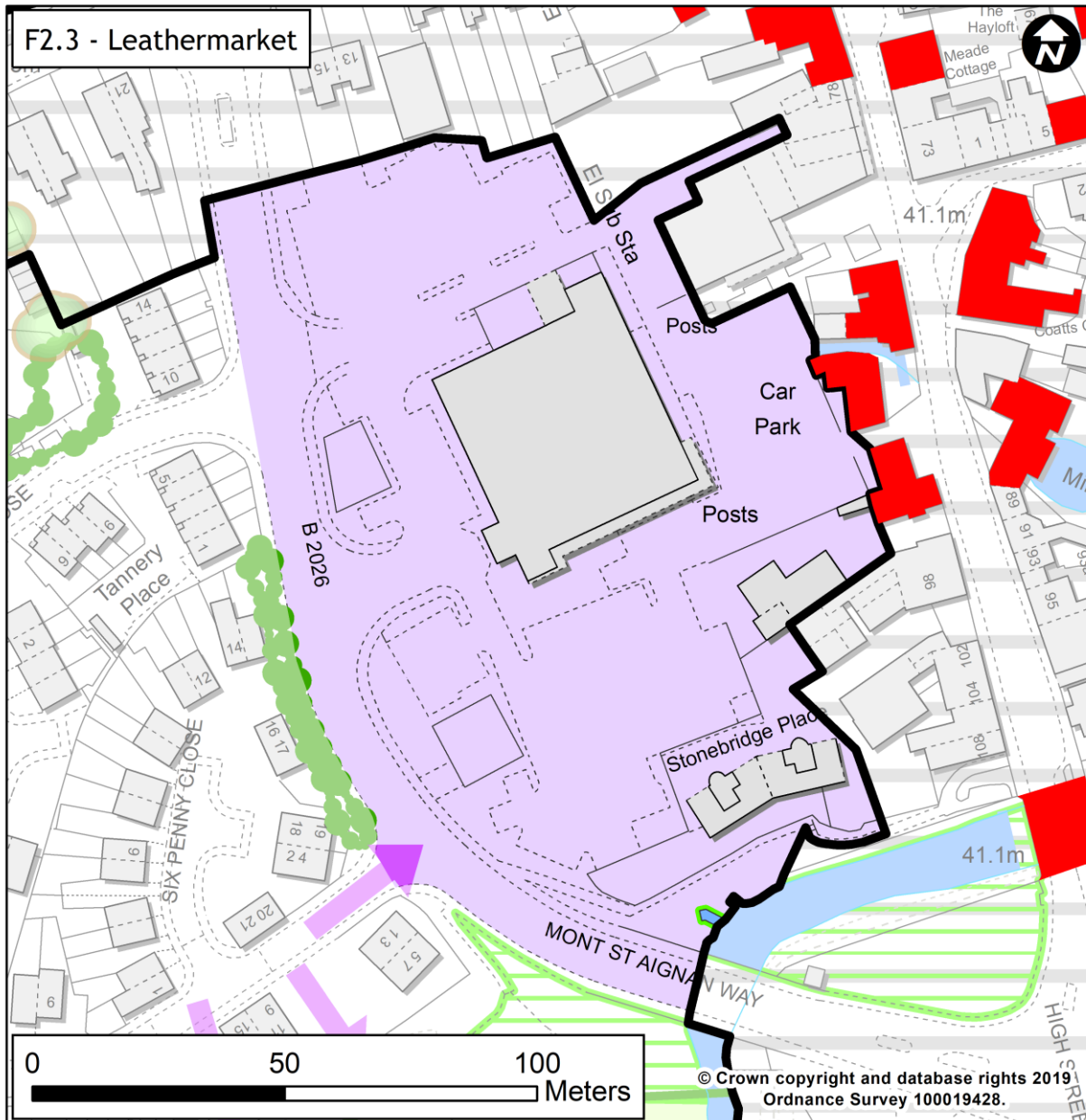
Boundaries

Boundaries in this area are formed of hedges, brick walls or fencing. The hedges and brick walls (as seen below) contribute to the character of the area, whereas the utilitarian fencing (seen at the telephone exchange) detracts from the character.













F2.3 Leathermarket

Comprising the area between Mont St Aignan Way and the properties fronting the High Street, between the river Eden and the back of Lingfield Road.



Legend

- | | | |
|---|--|---|
|  Character Area |  Green Space |  Important Tree and Hedge Belts |
|  Conservation Area |  Open Spaces |  Body of Water |
|  Listed Buildings |  Tree Preservation Orders |  Key Views |
|  Metropolitan Green Belt |  Important Tree | |

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Historical Context

This area was historically the site of the tannery, with evidence of its use going back to at least the mid 15th century. The tanyard was expanded during the 19th century however it closed in the 1970s, unable to compete with imported leather. The site was redeveloped in the 1970s and sits between the relief road to the west and the historic high street to the east. The Edenbridge Conservation Area adjoins this area to the north and east.

F2.3 Leathermarket

Locally Distinctive Contextual Features	Description
Age of buildings	1990s and 2008
Type of buildings	Shop with some residential
Main uses	Shop (supermarket) with car parking and residential
Building heights	One storey (supermarket) and three storey (residential)
Prominent building materials	Red brick, red roof tiles, grey roof tiles, slate grey painted glazing bars,
Predominant boundary treatments	Low bushes, hedges, some trees and wooden fencing
Open space/ vegetation	Large car parking court with some trees and low bushes and planting
Street Type	Car parking court with two pedestrian links to the high street to the east
Detractors	Large amount of hardstanding due to car parking court. Supermarket building is surrounded by car parking and set back from the roads but does not relate well to the historic street layout that it neighbours to the east.

Design Guidance

New development must exhibit high quality design and respond to distinctive local character as well as context. In proposing new development within the Leathermarket Character Area:

The setting of the adjacent Edenbridge Conservation Area should be enhanced

The pedestrian access and links to the High Street should be maintained and enhanced to create a stronger linkage. Strengthen pedestrian and cycle links to the residential areas to the north and west

The amount of landscaping across the site should be enhanced to reduce the hardstanding

Area Characteristics

Entrance to the supermarket (currently a Waitrose) by car is located from the busy B2026 / Mont St Aignan Way. This character area is predominantly comprised of a large one storey 'big box development' and does not relate well to the historic street layout that it sits behind. The entrance is located to the south of the site. The building is made from red brick with a blue brick course. The roof is pitched with a concealed flat roof to accommodate the functionality of the building. Details such as square cupolas provide an ornamental feature in a traditional style to the front of the building. External fixtures and fittings are in grey powered coated aluminium which is a more modern approach.



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Stonebridge Place was completed in 2008 and comprises of three/four storey block of flats at the southern end of the side looking out to River Eden. The predominant features are red brick, white PVC windows and grey tiled pitched roof. Access to these houses is from the high street.



Boundaries

Site boundaries between the car parking courts and the main road are detailed with greening, low lying bushes and smaller trees. Some routes along desire lines have been worn away. Stonebridge Place is surrounded by close boarded fencing both on the north and southern side which faces both car park and River Eden.



Views

Southern views from Stonebridge Place look out towards mature trees and Eden River.



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Edenbridge Character Area Assessment Supplementary Planning Document (SPD) Consultation Statement

Introduction

1. This document sets out Sevenoaks District Council's approach to consultation and engagement in preparing the Edenbridge Character Area Assessment SPD. It covers:
 - (i) the names of any persons whom the authority consulted in connection with the preparation of the SPD;
 - (ii) how those persons were consulted;
 - (iii) a summary of the main issues raised in those consultations and;
 - (iv) how those issues have been addressed in the SPD.

Whom the authority consulted (i) and how those persons were consulted (ii)

2. There has been close stakeholder involvement in preparing the draft SPD in order to develop a shared vision with the local community.
 - A briefing session was held for members of the Edenbridge Neighbourhood Plan (ENP) team and the wider public, at the outset of the project in April 2015. A team of volunteers, the Neighbourhood Plan Steering Group, members of the Ward and Town Council undertook an initial appraisal. A series of facilitated walkabouts for the local community was publicised, and took place during June 2015. The surveys were led by an architect who was commissioned by the Edenbridge Neighbourhood Plan (ENP) Steering Group. Following completion of the draft document, further briefings were held in October 2015 for Edenbridge Town Councillors, and the ENP Steering Group and Task Group members. Each individual character area was then submitted to Sevenoaks District Council for review.
 - The draft document was then reviewed, collated and updated in the summer of 2019 to incorporate mapping, include any further development that had occurred since the original survey and bring in more references related to the streets and public realm that contribute to the character of Edenbridge. The working document was circulated to Ward and Town Councillors and a meeting to discuss to updated document was held in September 2019. Local Representative groups, Edenbridge Town Council and elected Members of the District Council have assisted in each stage of this work.
3. Following the preparation of the draft SPD, the Council undertook a six week formal consultation period between 12th August 2020 to 23rd September 2020, in line with the District Council's adopted Statement of Community

Involvement (SCI, 2019 – June COVID-19 Review). The document was subject to a formal public consultation including:

- the draft Edenbridge Character Area Assessment SPD published on the Sevenoaks District Council website
- the document was available for inspection at the Council's main office in Sevenoaks, Edenbridge Town Council offices (by appointment only) and Bridges Community Centre
- the advertisement of the document and consultation event on the Council's corporate Facebook page
- leaflets and posters were sent to Edenbridge Town Council and Bridges Community Centre to publicise the consultation around Edenbridge
- approximately 3500 emails and letters were sent to statutory consultees, Sevenoaks District Town and Council Parish Councils and neighbouring authorities as well as members of the Public, Companies and Interest Groups registered on the Sevenoaks District Council database who had indicated an interest in hearing more information about Edenbridge in line with GDPR. See Appendix A of this document for the list of consultees
- held four interactive drop-in sessions over Zoom
- planning officers were contactable by phone and email throughout the consultation period to discuss in more detail

Summary of the main issues raised (iii) and how they have been addressed (iv)

4. There were 23 respondents with a total of 35 comments from local residents and businesses alongside local and national stakeholders. Comments received were generally supportive of the aims of the document and the content. Appendix B provides an overview on the comments and how they were addressed. A summary of the main issues and how they have been addressed are stated below:
 - some minor updates which include up-to date photographs, mapping layouts and amendments related to wording to provide more clarity
 - representations were made to include the Town Station Cottages as their own character area. These have been surveyed and have been included in this assessment, because they border the town boundary with no extended separation to the existing built up area of Edenbridge and would not be considered a separate settlement.
 - a number of objections were raised regarding the industrial estate. Concerns were raised in regards to planning burdens that this document might cause with a cost to the business owners, a focus on the economic viability of the area and some concerns over gentrification. The purpose of this document is not to make additional requirements or demands to business owners. The economic requirements of businesses in Edenbridge are supported in

Sevenoaks District Council Core Strategy. The supplementary planning document aims to determine what the characteristics are that contribute towards making Edenbridge distinctive. To address this, a small residential area from the industrial character area has been removed and re-characterised within a more appropriate grouping. The design guidance has been amended to provide clarity and reassurance.

- representations were made to include Marsh Green within the assessment. Marsh Green is a separate settlement within the settlement hierarchy and lies outside the town confines of Edenbridge, which is the focus of this document. However, Marsh Green is within Green Belt land and is protected by national and local policy. Marsh Green will not be included in this assessment.
- representations were made within the Ashcombe Drive character area regarding connectivity and proposed development. To address this concern and provide clarity, a statement has been removed from the design guidance.

Appendix A – Consultees**Statutory Consultees**

Company
<i>The Environment Agency</i>
<i>English Heritage</i>
<i>Natural England</i>
<i>The Mayor of London</i>
<i>The Civil Aviation Authority</i>
<i>Homes and Communities Agency</i>
<i>Primary Care Trust</i>
<i>Office of Rail Regulation</i>
<i>Transport of London</i>
<i>Integrated Transport Authority</i>
<i>Kent County Councils Highways (as the Highways Authority)</i>
<i>Marine Management Organisation</i>

Town and Parish Councils

Council
<i>Ash-cum-Ridley Parish Council</i>
<i>Badgers Mount Parish Council</i>
<i>Brasted Parish Council</i>
<i>Chevening Parish Council</i>
<i>Chiddingstone Parish Council</i>
<i>Cowden Parish Council</i>
<i>Crockenhill Parish Council</i>
<i>Dunton Green Parish Council</i>
<i>Edenbridge Town Council</i>
<i>Eynsford Parish Council</i>
<i>Farningham Parish Council</i>
<i>Fawkham Parish Council</i>
<i>Halstead Parish Council</i>
<i>Hartley Parish Council</i>
<i>Hever Parish Council</i>
<i>Hextable Parish Council</i>
<i>Horton Kirby & South Darenth Parish Council</i>
<i>Kemsing Parish Council</i>
<i>Knockholt Parish Council</i>
<i>Leigh Parish Council</i>
<i>Otford Parish Council</i>
<i>Penshurst Parish Council</i>
<i>Riverhead Parish Council</i>
<i>Seal Parish Council</i>
<i>Sevenoaks Town Council</i>
<i>Sevenoaks Weald Parish Council</i>

<i>Shoreham Parish Council</i>
<i>Sundridge with Ide Hill Parish Council</i>
<i>Swanley Town Council</i>
<i>Westerham Town Council</i>
<i>West Kingsdown Parish Council</i>

Neighbouring Authorities

Local Authority
<i>Dartford Borough Council</i>
<i>Gravesham Borough Council</i>
<i>London Borough of Bexley</i>
<i>London Borough of Bromley</i>
<i>Tandridge District Council</i>
<i>Tonbridge and Malling Borough Council</i>
<i>Tunbridge Wells Borough Council</i>
<i>Wealden District Council</i>

Appendix B – Consultation responses			
	Name and Date	Area and Comment	Sevenoaks District Council Response
1	Miss J Ebrey 12 Aug 2020	Comment Withdrawal	N/A
2	#840598 15 Aug 2020	N/A	N/A
3	Margaret Yaldren 15 Aug 2020	<p>D1.1 Ashcombe Drive Ashcombe Drive is quite a narrow road and particularly in the section between Hilders lane and Lynmead Close it is used for street parking. This effectively makes it single track and therefore it would not be appropriate to increase traffic by making connectivity with the new development.</p> <p>Hilders Lane is also quite narrow -just a country road and the junction with the main road is quite dangerous. There was a serious accident there recently.</p>	<p>Comment noted. The document helps determine what the characteristics are that contribute towards making Edenbridge distinctive. The document does not determine where development should happen. For clarity we recommend the following change:</p> <p>Recommended change: Remove following statement from design guidance: 'This character area has a clear relationship with the open fields to the west. All new development should enhance that relationship and ensure connectivity between the existing and proposed development.'</p>

Appendix B – Consultation responses			
4	John Isherwood 16 Aug 2020	<p>E1.2</p> <p>I consider the content of the Assessment regarding Area E1.2 (where I reside) to be accurate. However if this exercise is ultimately designed so that still further development is carried out in Edenbridge-then I , and most Residents are completely against it. Edenbridge is, in the opinion of many Residents used as a "Dumping Ground " by Sevenoaks Council to satisfy Government requirements and numbers .The majority of Borough Councillors seem to live in Sevenoaks Town and there is a strong feeling in Edenbridge that they limit as far as possible further development in Sevenoaks Town at the expense of Edenbridge. It would be very interesting to see the amount of Residential Development in Sevenoaks Town against a comparable figure for Edenbridge Town over the past 7 years. I write as a Retired Chartered Surveyor with extensive experience in Property Development.</p>	<p>Comment noted on the accuracy of the character area E1.2. One of the aims of this document is to identify the locally distinctive features that contribute to the character to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen.</p>
5	James Morgan 19 Aug 2020	<p>1) The Character Area is not set wide enough. It does cover part of Crouch House Road and Hilders Lane. But Little Browns Lane, Honey Pot Lane and Hilders Lane should have been included as we are part of Edenbridge as well. It is important that any developments to this area are in keeping with the rural nature of the area and the existing housing stock. This includes any infill towards our roads and in particular changes to the Golf Club which will have an impact on the approach to Little Browns Lane and the Burial Ground next to it.</p>	<p>The character area scope of assessment was decided by the Edenbridge Neighbourhood Plan (ENP) Steering Group. The assessment covers the built up areas of Edenbridge town (excluding the Conservation Area which is covered by the Edenbridge Conservation Area Appraisal). The areas mentioned lie within the Green Belt, which is protected by national and local policies. Should any development come forward in these areas, the distinctive features that contribute to the special character of its</p>

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	<p>2) There is no information on who carried out the survey. It would be good to know this, taking account of Data Protection. Were they residents of the areas concerned? Were they members of any local organisation? How many took part? Who gave permission for the photos to be used? Were any developers involved?</p>	<p>landscape and its biodiversity will be protected and enhanced, where possible.</p> <p>The information on methodology and community involvement is stated within the introduction of the document under heading four and five. The surveys were undertaken by an architect who was commissioned by the ENP Steering Group and a series of facilitated walkabouts with the local community were undertaken during June 2015. Sevenoaks District Council Officers reviewed and updated the findings in May 2019. All photographs were taken from public highways. No developers were involved.</p> <p>Recommended changes: Further detail has been added to the 'methodology' and 'community involvement' section by adding the following statements:</p> <p>Initial appraisal undertaken across Edenbridge Town to identify and document specific characteristics. <i>'This involved a review of historic maps, photographs and written material'</i></p> <p><i>The surveys were undertaken by an architect who was commissioned by the Edenbridge Neighbourhood Plan (ENP) Steering Group.</i></p>
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			<p><i>A briefing session was held for members of the ENP team and the wider public, at the outset of the project in April 2015.</i></p> <p><i>A series of facilitated walkabouts for the local community was publicised, and took place during June 2015.</i></p> <p><i>Following completion of the draft document, further briefings were held in October 2015 for Edenbridge Town Councillors, and the ENP Steering Group and Task Group members.</i></p> <p><i>The working document was circulated to Ward and Town Councillors and a meeting to discuss to updated document was held in September 2019. The draft document went out to public consultation in 12th August – 23rd September 2020. Feedback from the public consultation has been incorporated into the final version of this document.</i></p>
6	<p>Terence Day</p> <p>28 Aug 2020</p>	<p>Edenbridge Stop Gatwick constantly flying low loud concentrated aircraft. That would improve the area no end.</p> <p>Additionally the Town is in the green belt and the continued planning rules need to protect and be enforced to stop</p>	<p>Comment noted. The document helps determine what these characteristics are that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive</p>

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		<p>developers building on green field sites, the location within the green belt is fundamental to the town's character.</p>	<p>development, which is responsive and suited to the local character. The characteristics assessed in this document respond to the built form and open spaces within Edenbridge and therefore Gatwick's aircraft flightpath is out of scope for this document.</p> <p>The town of Edenbridge is surrounded by Green Belt, which is protected by national and local policies. Should any development come forward in these areas the distinctive features that contribute to the special character of its landscape and its biodiversity will be protected and enhanced, where possible. This document aims to establish the existing characteristics to ensure new development is responsive and suited to the local character.</p>
7	<p>Louise Parker 30 Aug 2020</p>	<p>An area that has been missed out of the Character Area Assessment. Town Station Cottages lie to the north east of the London-Uckfield railway line, accessed off Forge Croft. There are 6 cottages which were built in the 19th Century. Including these in the Character Area Assessment is important to represent the totality of Edenbridge.</p> <p>It is further important to include these Cottages due to the original Local Plan proposing to develop the land immediately adjacent to these properties. Including and recording the design characteristics will be important and relevant to such</p>	<p>Comment noted. Following a site visit, the Town Station cottages lie immediately adjacent to the town boundary which runs along the railway track. There is no extended separation to the existing built up area and town boundaries of Edenbridge and the grouping of six Victorian cottages would not be considered a separate settlement. We have included the Town Station Cottages into this assessment.</p> <p>Recommend change:</p>

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		<p>development.</p> <p>A Google map image of the location is attached.</p> <p>Skinner's Lane dwellings have similarly been missed.</p>	<p>To include the Town Station Cottages as a character area.</p>
8	<p>Chris George</p> <p>30th Aug 2020</p>	<p>You have NOT included the 6 Town Station Cottages. Survey the 6 cottages that have been there for the past 100 years and include them on all future activity. 1-6 Town Station Cottages, Off Forge Croft, TN8 5LR.</p>	<p>Comment noted. Following a site visit, the Town Station cottages lie immediately adjacent to the town boundary which runs along the railway track. There is no extended separation to the existing built up area and town boundaries of Edenbridge and the grouping of six Victorian cottages would not be considered a separate settlement. We have included the Town Station Cottages into this assessment.</p> <p>Recommend change: To include the Town Station Cottages as a character area.</p>
9	<p>Andrew Duguid</p> <p>31st Aug 2020</p>	<p><u>Ashcombe Drive - Area D1.1</u> Ashcombe Drive is effectively a single lane road due to the residential parked cars, with small passing places only where there are driveway entrances. Any additional residential traffic would struggle to pass through the road, particularly at the usual peak times of people leaving for and returning from work.</p> <p>The stretch of Hilders Lane between Ashcombe Drive and the Main Road is always parked the whole way along at all times of day and so there is only room for single lane traffic with one</p>	<p>Comment noted. One of the aims of this document is to identify the locally distinctive features that contribute to the character in order to make an assessment to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen. For clarity we recommend the following change:</p> <p>Recommend change:</p>

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		<p>passing opportunity at the end of Hilders Close.</p> <p>Where Ashcombe Drive meets Hilders Lane, the majority of traffic would turn right towards the Main Road B2026. This junction is already dangerous at the current levels of traffic, with two near fatal accidents in the last two months alone. It is not suitable for any higher levels of crossing traffic. The other direction of Hilders Lane is indeed just that, a country lane, and again not suitable for two way heavy use.</p> <p>The open green belt areas of the Ashcombe Drive area are very much a part of the character of this part of Edenbridge, any development would be detrimental to the existing housing and infrastructure.</p>	<p>Remove following statement from design guidance: ‘This character area has a clear relationship with the open fields to the west. All new development should enhance that relationship and ensure connectivity between the existing and proposed development.’</p>
10	<p>Lisa McPherson</p> <p>2nd Sep 2020</p>	<p><u>Area omitted from Character Area Assessment, ie Town Station Cottages, off Forge Croft</u></p> <p>The six cottages, known as Town Station Cottages, NE to the London-Uckfield railway line, accessible via Forge Croft are outside the boundary of the Character Area Assessment. These cottages were built for railway workers at the end of the 19th century. The character and position of the cottages is unique in Edenbridge and they should be included in the Character Area Assessment.</p> <p>The cottages are also immediately adjacent to land proposed for development in the Sevenoaks Local Plan submitted in 2019, site ST2-33 , Land South of Four Elms Road (now at judicial review).</p>	<p>Comment noted. Following a site visit, the Town Station cottages lie immediately adjacent to the town boundary which runs along the railway track. There is no extended separation to the existing built up area and town boundaries of Edenbridge and the grouping of six Victorian cottages would not be considered a separate settlement. We have included the Town Station Cottages into this assessment.</p> <p>Recommend change: To include the Town Station Cottages as a character area.</p>

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<p>11</p>	<p>Patrick Moore 3rd Sep 2020</p>	<p>D.1.1 Ashcombe Drive.</p> <p>The design guidance states ‘This development has a clear relationship with the open fields to the west. All new development should enhance that relationship and ensure connectivity between the existing and proposed development’.</p> <ol style="list-style-type: none"> 1. Meadow Lane C.3.1 and Hilders Lane E.1.3 also border these open fields but there is no reference to connectivity from either of these two roads. This indicates a lack of appreciation as to the traffic situation in Ashcombe Drive and what this road can cope with going forward. Current levels of road parking brought about by multi car ownership and by yellow lining restrictions in Hilders Lane have resulted in Ashcombe Drive becoming a general parking lot for the area. This effectively reduces much of the road to a single lane for long periods of the day and night which presents a hazard for vehicles entering and exiting from/to Hilders Lane. 2. There is no reference to the impact of traffic using and parking in Hilders Lane, at the Ashcombe Drive to the main road stretch. This adversely affects vehicles leaving Ashcombe Drive. Also, no reference is made to the Hilders Lane/Main Road cross-roads, probably the most dangerous in the Edenbridge area and the scene of many accidents over the years. Despite efforts to improve sight lines at this 	<p>Comment noted. One of the aims of this document is to identify the locally distinctive features that contribute to the character in order to make an assessment to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen. The arrows on the map indicate ‘key views’, so while views may be experienced from numerous locations this is summarising the location of, in this case, the longer views across the fields to the west. The character of the street type for this area comprises of Ashcombe Drive, Lynmead Close and Marlhurst. Hilders Lane is out of scope for this character area. The consultation for this document was publicised in line with the Statement of Community Involvement and the approach to this consultation has been set out in the beginning of this Consultation Statement.</p> <p>Recommend change: Remove following statement from design guidance: <i>‘This character area has a clear relationship with the open fields to the west. All new development should enhance that relationship and ensure</i></p>
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	<p>junction there are ongoing near misses, minor accidents and serious accidents. Elsewhere in the document reference is made to a busy road section as it applies so why not here?</p> <p>3. The interactive map indicates that the views for Ashcombe Drive are limited to the end of the road east and west. The reality is that the whole of Ashcombe Drive, both sides, benefits from the views westwards over the green belt land and indeed adjacent housing in Hilders Lane and Meadow Lane also benefit from this same view. It is noted that for other areas described in the document a sentence is frequently included to the effect that ‘views should be retained’. I would question why a similar statement does not appear for this area especially as the design guidance recognises the Ashcombe Drive/open fields relationship and states that any new development should ‘enhance that relationship’. Clearly any new development on those fields would only serve to remove this relationship.</p> <p>4. It should also be noted that in the past proposals to develop this land adjacent to Ashcombe Drive and Hilders Lane were put forward and rejected by Sevenoaks DC for a number of very sound reasons which are now more relevant than ever.</p>	<p><i>connectivity between the existing and proposed development.’</i></p>
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		<p>5. The rejection of the SDC proposed local plan by the National Planning Officer (overriding local wishes) is a sad reflection on the planning system but the outcome must not be yet more development utilising an already fragile and unsafe road system.</p> <p>General comment. There appears to have been no publicity or communication to residents regarding the existence of this document.</p>	
12	<p>Natural England</p> <p>11th Sep 2020</p>	<p>While we welcome this opportunity to give our views, the topic this Supplementary Planning Document covers is unlikely to have major effects on the natural environment, but may nonetheless have some effects. We therefore do not wish to provide specific comments, but advise you to consider the following issues:</p> <p>Green Infrastructure This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area. The National Planning Policy Framework states that local planning authorities should ‘ take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; ’. The Planning Practice Guidance on Green Infrastructure provides more detail on this. Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement. Urban GI</p>	<p>Comments noted. The natural environment has been considered as part of this character area assessment in order to identify the locally distinctive features that contribute to the distinctive local character that can be found in Edenbridge, in both the natural and built environment.</p>

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	<p>is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities. There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through: • green roof systems and roof gardens; • green walls to provide insulation or shading and cooling; • new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity). You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans. Further information on GI is include within The Town and Country Planning Association’s "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity". Biodiversity enhancement This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which advises (amongst other matters) a ratio of one nest/roost box per residential unit. Landscape enhancement The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built</p>	
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	<p>environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts. For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die. Other design considerations The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180). Strategic Environmental Assessment/Habitats Regulations Assessment A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance. Should the plan be amended in a</p>	
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		way which significantly affects its impact on the natural environment, then, please consult Natural England again	
13	Edward Cookson 11 th Sep 2020	<p>A2.1 SUNNYSIDE Please check your Description of this area.</p> <p>Tree cover along the railway embankment has been removed or greatly reduced over past year by Network Rail.</p> <p>Reference to open views into countryside no longer apply as affected by current housing development in D3.4.</p>	<p>Comments noted.</p> <p>The tree and hedge belts were inspected on a recent site visit and they have recently been cut back. However these are likely to grow back so we have retained this characteristic in the assessment.</p> <p>Recommend changes: Pictures and text have been updated to incorporate the recent development.</p>
14	Edward Cookson 12 th Sep 2020	<p>GENERAL I thoroughly support this SPD and commend those who drafted it and appreciate that it can be used in future planning application guidance. However, once a development is completed then there seems little to guide future residents who may wish to make changes where planning permission is not required.</p> <p>However the online version causes problems for respondents ; it is unclear how to comment upon different sections. Sometimes a second response deletes the first.</p> <p>The postal response method allows the user to send in separate responses to each section of the document. It is more complicated to do so ONLINE and this may deter responders.</p>	<p>Support noted. The document helps determine what these characteristics are that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character.</p> <p>Comments noted on the problems incurred using the online response.</p> <p>Duplication noted and removed for final version.</p>

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		<p>DUPLICATION The online version of the SPD duplicates pages 2 to 11.</p> <p>CONFUSING I was confused by this statement. “Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated BUT ONLY where they would impact on the boundaries of a property.” Also, similar statement in section C2.1 Forge Croft</p> <p>Seems to be a mixed message. Should they be retained or not?-</p>	<p>Recommended change: Update statement for clarity: Traditional brick walls/ hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated but only where they would not impact on the boundaries of another property</p>
15	Edward Cookson 12 th Sep 2020	<p>C3.1 Meadow Lane and C3.2 Ridgeway</p> <p>HEDGES Design Guidance for several streets refer to the importance of hedges and suitable boundary walls. For example Meadow Lane C3.1, Ridgeway C3.2 However, once a site is developed, there seems little to deter future occupiers from removing hedges for extra parking etc, for which I understand they would not need planning permission (unless kerb dropped). Also to discourage current residents of these streets from making changes.</p> <p>Perhaps SDC and ETC could promote retention of hedges through council newsletters eg In-Shape. Maybe there is</p>	<p>Comment noted. This document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character, which includes the use of boundary treatments. This document can also raise awareness on the importance and value of local context and character. While this is a planning document, we hope it will be a useful document to support an understanding on the value of local context and character. Your comments have been circulated to both STC and ETC in regards to the retaining hedges.</p>

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		research to show effect on property values of hedge-lined streets.	
16	Edward Cookson 12 th Sep 2020	<p>DETRACTORS Several Locally Distinctive Conceptual Features mention DETRACTORS.</p> <p>DETRACTORS Several Locally Distinctive Conceptual Features mention DETRACTORS. Unless the owner in future makes a planning application, can anything be done to address these?</p>	Comment noted. One of the aims of this document is to identify the locally distinctive features that contribute or detract, from the character in order to make an assessment to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen.
17	Edward Cookson 12 th Sep 2020	<p>D2.3 Bray Road D2.3 Bray Road Views “There are views across the fields to the east, and the distinctive clock tower to the Eden Centre creates a focal point as a landmark building both within the character area itself and the surrounding areas”.</p> <p>The views across adjacent fields will be affected by proposals in the Reg 19 Local Plan to alter Green Belt boundaries along Four Elms Road.</p>	<p>Comment noted. There is no legal right to a view. However, if development happens in or within the setting of a Conservation Area or Listed Building, we would make an assessment on the conserving the setting of the Conservation Area and Listed Building, which includes the views in and out of the heritage asset.</p> <p>In this case, the views are a characteristic of the area at the time of assessment and should be considered to ensure development is responding to the distinctive local character that can be found.</p>
18	Edward Cookson	<p>D1.2 Greshams Way. The views from Greshams Way may be compromised by proposals to develop fields around/on the golf course.</p>	Comment noted. As stated above, there is no legal right to a view. However, if development happens in a Conservation Area or adjacent to

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	12 th Sep 2020		<p>Listed Building, we would make an assessment on the conserving the setting of the Conservation Area and Listed Building, which includes the views in and out of the heritage asset.</p> <p>In this case, the views are a characteristic of the area at the time of assessment and should be considered to ensure development is responding to the distinctive local character that can be found.</p>
19	Edward Cookson 12 th Sep 2020	<p>C 1.2 Stangrove Estate</p> <p>Design Guidance states “Hedged boundaries, together with mature trees which contribute to the character of the area, should be retained or reinstated.”</p> <p>I agree with this guideline however it may be compromised by housing proposals in Reg 19 Local Plan.</p>	<p>Comment noted. The document identifies the locally distinctive features that contribute to the character of an area. The design guidance offers recommendations to support high quality design which responds to the distinctive local character. It does not determine where development should happen.</p>
20	Edward Cookson 12 th Sep 2020	<p>RAILWAY EMBANKMENTS</p> <p>Several maps show desired tree cover (‘green clouds’) along rail embankments, many of which have been reduced in the past year by Network Rail, eg D 2.4 Wellingtonia Way.</p>	<p>Comment noted. The tree and hedge belts were inspected on a recent site visit and they have recently been cut back. However these are likely to grow back so we have retained this characteristic in the assessment.</p>
21	Edward Cookson	<p>B 1.3 Church Street refers to "The views of the fields and river, and of the Church and its</p>	<p>There is no legal right to a view. However, if development happens in a Conservation Area</p>

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	12 th Sep 2020	<p>associated areas, should be retained "</p> <p>Also</p> <p>C 3.4 Hever Road North</p> <p>“The views across Town Fields should be enhanced.”</p> <p>Recent division of this site into small fenced lots for sale compromise this statement. (I understand SDC are taking action to address this).</p>	<p>or adjacent to Listed Building, we would make an assessment on the conserving the setting of the Conservation Area and Listed Building, which includes the views in and out of the heritage asset.</p> <p>In this case, the views are a characteristic of the area at the time of assessment and should be considered to ensure development is responding to the distinctive local character that can be found.</p>
22	Edward Cookson 12 th Sep 2020	<p>F 2.3 Leather Market</p> <p>Perhaps the Town Council could apply for funding to uplift ‘depressed areas’ eg former Budgens/Tom Bell block which is adjacent to key feature of town, namely Leather Market/Town Square/Triangle within conservation area.</p>	<p>Comment noted. Comment has been forwarded on to Edenbridge Town Council.</p>
23	Caroline Burgess- Pike 15 th Sep 2020	<p>C1.2 Stangrove Estate</p> <p>Open spaces within this area should be preserved, and any new housing developments strongly opposed. The study states the open areas have been ruined by cars parking on them, but this is simply not true of the vast majority of open spaces across the estate. There are one or two which have muddy tracks in particularly densely populated areas where parking is a particular problem, but on the whole the open spaces are well maintained. The open spaces at Park View Close and Cedar Drive in particular should be preserved as vital recreational areas for all age groups, as well as being</p>	<p>Comment noted. One of the aims of this document is to identify the locally distinctive features that contribute to the character in order to make an assessment to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen.</p>

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		wildlife corridors and providing key views into Stangrove Park and other green areas. As an estate which is based on a post-war infrastructure, it cannot support further development. Access is already an issue at times, with cars having to park on both sides of the road and emergency vehicles struggling to gain access. In addition, any further development of residential properties or otherwise throughout the estate will compound parking problems – the issue would simply be moved from one area of the estate to another.	
24	Nexus Planning (Adrian Keal) 15 th Sep 2020	F1 Industrial Please see attached cover letter that concludes as follows: Proposed amendments to the Draft ECAA The above policies have been ignored within the Draft ECAA and for the reasons set out in the attached letter we request that the document be amended as follows: Page 4 of the ECAA National Planning Policies - should make reference to paras 8 and 80 of the NPPF. Page 5 of the ECAA Local Planning Policies - should make reference to Policy SP8 of the Sevenoaks Core Strategy Development Plan Document Page 204 of the ECAA - Design Guidance All the proposed text should be deleted, and replaced with: “New development must be appropriately designed for an Industrial estate. It must allow for: - HGV turning and unloading. Van and car parking. - Storage of materials. - Building forms that respect existing building lines and allow for the functional requirements of the building. Adjoining residential properties need to allow for these economic requirements. Existing trees and landscaping can be retained and enhanced where they do not undermine	Comment noted. The economic development of businesses in Edenbridge are supported through national and local policy. This document sets out the characteristics that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character, including the character of the industrial area. All developments will be assessed against national policy, and therefore it is out of the scope to include both national and local policies related to economic objectives within this character area assessment. Recommend changes:

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		economic requirements.” Page 204 of the ECAA – Area Characteristics after boundary Treatment) add: “This industrial estate makes a significant contribution to a strong, responsive and competitive economy and new development and investment will be supported”.	To address concerns raised in regards to the design guidance, we have removed the residential area (Caxton Close) from the Industrial Character Area (F1.1) and amended the design guidance to respond more sensitively to the industrial character.
25	Westerham Town Council (Deborah Coen) 21 st Sep 2020	I joined the consultation by zoom on 9 September and had a very productive discussion about the new buildings in the Industrial Area. I was a little concerned that the houses and flats did not reflect or incorporate the distinctive features of Edenbridge in design or colour and that the road and pathway surfaces - being black tarmac - were again rather heavy on the eye. After a positive discussion I accept that the dwellings are in an area of industrial activity and therefore they had been designed to fit in with that style. The new development had to be viewed against the criteria of being "within context."	Comment noted.
26	Penny Brook 21st Sep 2020	F2.3 Leathermarket I am pleased to see that the Character Assessment recommends that the setting adjacent to the conservation area should be enhanced and also that landscaping should be enhanced. The Leathermarket area lets down the otherwise attractive High Street. Edenbridge has generally kept the look and feel of a country town and this should be respected by developments anywhere in the town. In the Leathermarket	Support noted. Comments regarding Leathermarket have been passed on to Edenbridge Town Council.

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		area and throughout Edenbridge, I support Natural England's suggestion that enhancing green infrastructure, biodiversity and the landscape should be considered.	
27	Valerie Parry 22nd Sep 2020	<p>Section D.1.1 relating to green belt land to rear of Ashcombe Drive</p> <p>Edenbridge Character Area Assessment (Supplementary Planning Document) takes no account of intense recent large scale house building which has occurred in the town, has a significant effect on both the amount of traffic passing through the town. SDC will be aware that there is one main route through the town to East Grinstead, Tunbridge Wells. There is significant pressure on local schools and Medical Services. Though there are two train stations the lower station is not disabled accessible. The upper station relies on connections with either Tonbridge or Redhill. Buses services cease at 6.00.</p> <p>The access to Ashcombe Drive from the main road is hazardous and is subject to a lobbying campaign with Kent County Council Highways in response to numerous accidents. The area behind Ashcombe Drive is green belt and home to slow worms and a bat colony.</p> <p>Green belt land needs to be protected, it is protection against traffic and aircraft pollution.</p> <p>Has SDC commissioned a study to ascertain how many social housing family properties are occupied by a single occupant. Maybe SDC should start considering this first</p>	<p>Comment noted. One of the aims of this document is to identify the locally distinctive features that contribute to the character in order to make an assessment to ensure development is responding to the distinctive local character that can be found in Edenbridge. The document does not determine where development should happen. Traffic and transport issues are dealt with by Kent County Council who would be consulted in the case of any major development. However, these issues do not impact the character area and therefore have not been considered as part of this document. Green belt land is protected by national and local policies. Should any development come forward in these areas the distinctive features that contribute to the special character will be protected and enhanced, where possible.</p>

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28	<p>Kent County Council (Lis Dyson)</p> <p>21st Sep 2020</p>	<p>P9 How to use the document</p> <p>The text states that the purpose of the document is “to support development that strengthens diversity rather than erodes character and local distinctiveness. Design Guidance based on the identified locally distinctive features is included for each Character Area. This along with other relevant planning policy documents and guidance will form the basis for decision making on development proposals”.</p> <p>While we support this objective in principle, it should be noted that within any character area there will always be buildings or features that differ from the observed pattern. These might, for example, include agricultural, industrial, commercial, religious or military buildings. Some of these may nonetheless have heritage value in themselves, either as survivals from earlier periods or as later structures of historic significance. It is important that deviation from surrounding character is not in itself used as a justification for the demolition of heritage assets. It would be helpful if this could be clearly stated in the text.</p> <p>We would suggest that the text should be amended to : “to support development that strengthens diversity rather than erodes character and local distinctiveness. Design Guidance based on the identified locally distinctive features is included for each Character Area. This along with other relevant planning policy documents and guidance will form the basis</p>	<p>Comment noted.</p> <p>Recommend change: As per KCC’s comment we will include the proposed amendment to clarify that heritage assets with be taken into consideration during decision making. “to support development that strengthens rather than erodes character and local distinctiveness. Design Guidance based on the identified locally distinctive features is included for each Character Area. This along with other relevant planning policy documents and guidance will form the basis for decision making on development proposals. <i>It should be noted, however, that buildings and features that do not conform to local character may nonetheless have heritage significance and this will also be taken into account during decision making.</i>”</p>

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		<p>for decision making on development proposals. It should be noted, however, that buildings and features that do not conform to local character may nonetheless have heritage significance and this will also be taken into account during decision making.”</p> <p>We would be happy to discuss any of the above further.</p>	
29	<p>John Surtees Ltd. (Jane Surtess)</p> <p>21st Sep 2020</p>	<p>Industrial Estate</p> <p><i>Scanned Letter. In summary:</i></p> <p>objection to the ECAA as it does not acknowledge the economic requirements of the businesses of Edenbridge. It’s an industrial area not a retail park. Redevelopment will be costly and this will be reflected in the rents charged. It is inappropriate to expect businesses in Edenbridge to foot the bill for cosmetic changes, this is after all a functional area with functional architecture.</p> <p>Photographs are out of date, photograph on page 204 was demolished to make way for the new Lidl store.</p>	<p>Comment noted. The economic development of businesses in Edenbridge are supported through national and local policy. The purpose of this document is not to make additional requirements or demands to business owners. All developments will be assessed against national policy. This document sets out the characteristics that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character, including the functional character of the industrial area.</p> <p>Recommend change:</p> <p>Photographs have been updated. To address concerns raised in regards to the design guidance, we have removed the residential area (Caxton Close) from the Industrial Character Area (F1.1) and amended</p>

Appendix B – Consultation responses			
			the design guidance to respond more sensitively to the industrial character.
30	Rich Martell 22 nd Sep 2020	<p>Industrial Estate</p> <p>I have recently been made aware of details regarding the draft ECAA. I am a resident of Edenbridge but also take an interest in matters of planning in the local area. Edenbridge is evolving and although I have read the analysis you have carried out it's missing an important aspect in that there is a strong economic requirement for business in Edenbridge. This is crucial given the circumstances many businesses find themselves in and is vital that it is considered for Edenbridge to thrive. Without doing so you will deter further investment in the area.</p> <p>The design guide as it stands is not appropriate for an industrial estate.</p> <p>I am writing to OBJECT to the Draft ECAA in the current form.</p>	<p>Comment noted. The economic development of businesses in Edenbridge are supported through national and local policy. The purpose of this document is not to make additional requirements or demands to business owners. All developments will be assessed against national policy. This document sets out the characteristics that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character, including the functional character of the industrial area.</p> <p>Recommend change: To address concerns raised in regards to the design guidance, we have removed the residential area (Caxton Close) from the Industrial Character Area (F1.1) and amended the design guidance to respond more sensitively to the industrial character.</p>

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31	Historic England (Isabelle Ryan) 22 nd Sep 2020	<p>General</p> <p>Thank you for consulting us on the Edenbridge Character Area Assessment SPD. We do not wish to offer detailed comments on this occasion but are pleased that your Council have undertaken this work which will feed into future planning decisions locally. We find the chronological categorisation of sub-areas an easy to use and clear approach.</p> <p>It is not necessary for us to be consulted on this SPD, unless there are changes which have an impact on the historic environment, and especially designated heritage assets. However, if you would like detailed advice from us, please contact us to explain your request</p>	Support noted.
32	Sarah Amigoni 23 rd Sep 2020	<p>A1.2 - Mill Hill South</p> <ul style="list-style-type: none"> The entire document fails to give a character assessment of the type of buildings, design + details within the conservation areas. Current planning policy + applications would use this as a benchmark. How can 'the setting of the adjacent Conservation Area should be preserved or enhanced' if there is no information related to this. Should the Governments future planning policy be introduced the truly historical and influential design within a town / village would be compromised. <p>https://www.gov.uk/government/consultations/planning-for-the-future</p> <ul style="list-style-type: none"> A Character Area Assessment has not been submitted for the Parish of Marsh Green. MG is the gateway to Kent + Edenbridge when traveling from Dormansland via Marsh Green Road. In an attempt to preserve the architectural 	<p>Comments noted.</p> <p>The document states on p1 that the Edenbridge Conservation Area Appraisal (2001) can be found in a separate document located on Sevenoaks District Council website. Should a development come forward which impacts the setting of the Conservation Area, the Conservation Area Appraisal will be used to make this assessment.</p> <p>Marsh Green is out of scope of assessment that was established by the Edenbridge Neighbourhood Plan Steering Group. The scope of this study comprises of the built up areas of the town confines of Edenbridge (excluding the Conservation Area). Marsh</p>

Appendix B – Consultation responses

	<p>integrity of Edenbridge it is imperative that guidelines be created for this area.</p> <p>Mill Hill South A1.2:</p> <ul style="list-style-type: none"> • The Character details are totally lacking any depth and no photographic evidence to support eg: <ol style="list-style-type: none"> 1. Character rendered Victorian terraced houses (conservation area) 2. Tile hung properties 3. Bay windows 4. Gable roofs 5. Chimney pots see attached photos • The photographic evidence for A1.2 compared to evidence accompanying Stangrove and Crouch House Road (A.1) assessment is dismal. • As above, there is very little information of the property types within the conservation area on A1.2 eg: <ol style="list-style-type: none"> 1. Eden Villas – character rendered / red brick / tile hung terraced houses with bay windows, porches, gables 2. The white rendered Georgian style properties / sash windows / some tile hung • Gabriel’s Lodge has been omitted from the document – a character Arts + Craft house on Mill Hill South • The emphasis on the road, traffic & garage; which according to the document 'impacts negatively on the area', does not make the properties less characterful. This document has been created as a design tool for any prospective build / development and this sort of comment is immaterial. 	<p>Green lies outside the town confines and is washed over by the Green Belt, which is protected by national and local policies. Should any development come forward in these areas the distinctive features that contribute to the special character will be protected and enhanced, where possible.</p> <p>Mill Hill South A1.2: The properties that lie within the Conservation Area are out of scope of this document and therefore the characteristics and pictures submitted that include these houses are not included within this character area. Information such as the building type is mentioned in the table which describes the contextual features.</p> <p>Recommended changes: Further pictures have been included to provide further photographic evidence and reference to Gabriels Lodge has been made under 'area characteristics'.</p>
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		<ul style="list-style-type: none"> • For the record the road on Mill Hill South is not 'wide', it has pavement on one side only + struggles with larger vehicles passing at the same time. • No mention in Design Guidance of build type: detached, semi detached, bungalow, terrace <p>I think it is appalling the lack of detail + depth in this document. Any developer could build a red brick house behind a boundary on A1.2 if using the unsubstantiated Design Guidance:</p> <p>Quote: 'New development must exhibit high quality design and respond to distinctive local character as well as context.' 'The harmonious palette of painted render on the late 19th century terraces and red brick throughout the character area should be respected'</p> <p>It does make one think whether there is motivation behind the dubious and ambiguous content of the Design Guidance in light of the Governments white paper + the application to remove green belt status at the bottom of Mill Hill for development purposes</p>	
33	Edenbridge Town Council (Deborah Bond) 22 nd Sep 2020	<p>Map – Character Areas Edenbridge</p> <p>Two areas are missing from the map:</p> <p>A) Marsh Green – A residential area to the south end of Edenbridge</p> <p>B) Edenbridge Town Railways Cottages - six semi-detached cottages on the other side of the railway from Map Reference C3.3</p> <p>Item 4. Methodology</p>	<p>Comments noted. The original scope of the document was established by the Edenbridge Neighbourhood Steering Group and comprises of the built up areas of the town confines of Edenbridge (excluding the Conservation Area which are detailed in the Conservation Area Appraisal). Following a site survey and as stated in the Sevenoaks District’s Settlement Hierarchy, Marsh Green is shown as a separate</p>

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	<p>The last paragraph of this section should read: Local Representative groups, Edenbridge Town Council and elected Members of the District Council assisted in each stage of the work.</p> <p>Item 5 – Community Involvement The second line of the second paragraph here should read: A team of volunteers, the Neighbourhood Plan Steering Group, members of the Ward and Town Council undertook an initial appraisal.</p> <p>Item 6 – How to use the document Map Does the direction of the house numbers indicate the orientation of the properties? If so, this should be explained in this section.</p> <p>A2.1 – Sunnyside Take out Hamsell Mead Farm from the Map as this land has now been built on. (or add a statement in item 6 – Maps that all maps are correct as at 2019 and some details may have now changed). Views - Remove the photograph of Hamsell Mead Farm as this is now the Bellway Estate.</p> <p>Section A2.2 – Frantfield In the box ‘Street Type’ please add that:southern lane is accessed along a pedestrian pathway (also a privately owned driveway) The bottom of the Map shows an area of Open Spaces. These are Cemeteries.</p>	<p>settlement to Edenbridge and therefore has not been considered as part of this assessment.</p> <p>Marsh Green lies outside the town confines and is washed over by the Green Belt, which is protected by national and local policy. Should any development come forward in these areas the distinctive features that contribute to the special character will be protected and enhanced, where possible.</p> <p>Following a site visit, the Town Station cottages lie immediately adjacent to the town boundary which runs along the railway track. There is no extended separation to the existing built up area and town boundaries of Edenbridge and the grouping of six Victorian cottages would not be considered a separate settlement. Therefore, we have included the Town Station Cottages into this assessment.</p> <p>Item 6. The orientation of the properties is not related to house numbers. Further changes to Character Areas are recommended below. Section A2.2. Frantfield - cemeteries are classified as ‘open spaces’.</p> <p>Recommend changes:</p>
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		<p>E1.5 – Station Road North The map of Four Elms Road shows Orchard Bungalow which has now been altered. Alter the map (or add a statement in item 6 – Maps that all maps are correct as at 2019 and some details may have now changed).</p> <p>F1.1 – Industrial Area This section does not mention Lidl and Home Bargains so the map should be updated.</p> <p>F2. Community/Educational First paragraph under this heading: Should NOT make reference to a supermarket. So should read (i.e. primary school or sports centre).</p> <p>* The Amended Guide to Changes to the Use Classes Order in England – these changes need to be reflected throughout the Edenbridge Character Area Assessment document.</p>	<p>To include the Town Station Cottages as a character area.</p> <p>Items 4, 5, 6 have been updated.</p>
34	<p>CPRE Kent (Nigel Britten)</p> <p>23rd September 2020</p>	<p>Thank you for inviting us to comment on the draft SPD. Our main concern is the protection of the countryside and that, of course, involves its relationship with the built environment. We therefore welcome references to retaining views over countryside, such as Key Views, and note that recent and/or current proposals such as those below would be relevant in this context:</p> <p>A2.1 Sunnyside (Oakley Park under construction)</p>	<p>Support noted.</p>

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		<p>B 1.3 Church Street (division of Town Field into small plots) C 3.4 Hever Road North (Town Field) D1.2 Greshams Way (golf course proposals) D2.3 Bray Road (Regulation 19 Local Plan, Green Belt boundary alterations)</p> <p>With this in mind, the adoption of this SPD will make it an important reference in future planning determinations.</p>	
35	Ivor Bramley	<p>Industrial Area – pdf attached to consultation platform.</p> <p>In summary, proposals seem relevant to residential areas, not industrial and a request that industrial area is not included. Landscaping has its place but properly functional yards and buildings need to be prioritised. There should have been wider publicity about the Draft ECAA.</p>	<p>Comments noted. The economic development of businesses in Edenbridge are supported through national and local policy. This document sets out the characteristics that contribute towards making Edenbridge distinctive. By understanding the existing characteristics, the document can be used as a tool to enhance and promote positive development, which is responsive and suited to the local character, including the character of the industrial area. The consultation for this document was publicised in line with the Statement of Community Involvement and details out our approach in the beginning of this statement.</p> <p>Recommend changes: To remove the residential area (Caxton Close) from the Industrial Character Area (F1.1). The</p>

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			design guidance should be amended to respond more sensitively to the industrial character.

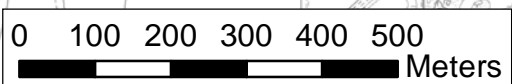
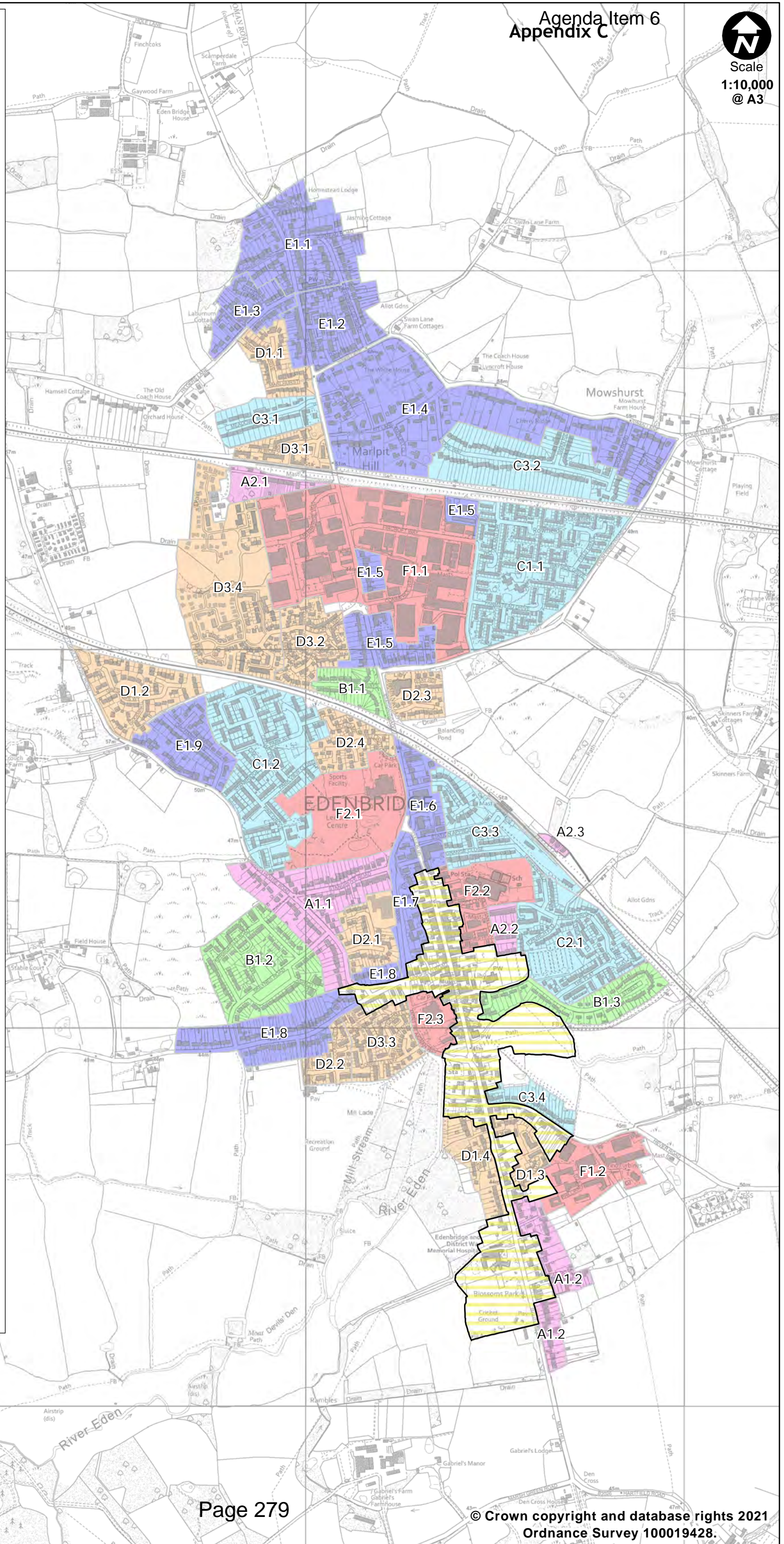
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Scale
1:10,000
@ A3

Character Areas Edenbridge

- A. Victorian/Edwardian**
 - A1.1 Stangrove and Crouch House Road
 - A1.2 Mill Hill South
 - A2.1 Sunnyside
 - A2.2 Frantfield
 - A2.3 Town Station Cottages
- B. Inter-war semi-detached**
 - B1.1 Westways
 - B1.2 Skeynes Road
 - B1.3 Church Street
- C. Post-war**
 - C1.1 Spitals Cross
 - C1.2 Stangrove Estate
 - C2.1 Forgecroft and The Plat
 - C3.1 Meadow Lane
 - C3.2 Ridgeway
 - C3.3 Penlee Close
 - C3.4 Hever Road North
- D. Modern**
 - D1.1 Ashcombe Drive
 - D1.2 Greshams Way
 - D1.3 Mill Hill North
 - D1.4 Mill Hill West
 - D2.1 Manor House Gardens
 - D2.2 Coomb Field
 - D2.3 Bray Road
 - D2.4 Wellingtonia Way
 - D3.1 Albion Way
 - D3.2 St Johns Way
 - D3.3 Cobbetts Way
 - D3.4 Oakley Park
- E. Mixed age**
 - E1.1 Marlpit Hill North
 - E1.2 Marlpit Hill South
 - E1.3 Hilders Lane
 - E1.4 Swan Lane and Pit Lane
 - E1.5 Station Road North
 - E1.6 Station Road South
 - E1.7 Mont St Aignan Way
 - E1.8 Lingfield Road
 - E1.9 Orchard Drive
- F. Non-Residential**
 - F1.1 Industrial Area
 - F1.2 Hever Road South
 - F1.3 Leathermarket
 - F2.1 Stangrove Park
 - F2.2 Croft Lane
 - F2.3 Leathermarket
- Conservation Areas**



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Local Plan Update

Development and Conservation Advisory Committee - 4 March 2020

Report of: Deputy Chief Executive, Chief Officer - Planning & Regulatory Services

Status: For information

Executive Summary: This report provides an update on the Local Plan and outlines some of the next steps to take the document forwards.

This report supports the Key Aim of: Protecting the Green Belt and Supporting and developing the local economy

Portfolio Holder: Cllr. Julia Thornton

Contact Officer: James Gleave ext. 7326

Recommendation to Development and Conservation Advisory Committee:
That the contents of the report be noted.

Background and introduction

- 1 Members were updated on the latest position on the emerging Local Plan in July 2020. Officers informed members that the Council had submitted a claim against the Inspector's decision in relation to the duty to co-operate and that Saira Kabir Sheikh QC had been appointed to represent the Council in this process. In addition, the three MPs who represent the District had written to the Secretary of State to request that the Inspector's decision be 'called in' for further consideration. A letter of complaint had also been submitted to the Planning Inspectorate regarding the service the Council had received.
- 2 This report provides an update on all of these points and sets out the next steps going forwards.

The Legal Challenge

- 3 The key grounds put forward by the Council in its claim against the Inspector's Report were as follows:
 - I. The Inspector erred in law in failing to apply the margin of appreciation granted to the Claimant under s. 33A of the 2004 Act;
 - II. The Inspector erred in law in failing to correctly interpret and apply the duty to cooperate and conflated the duty to cooperate with the requirement that a plan be sound;

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- III. The Inspector failed to have regard to material considerations in that she failed to consider or misunderstood material evidence in front of her;
 - IV. The Inspector failed to give adequate reasons and/or acted irrationally in finding that the Claimant had failed to comply with the duty to cooperate.
- 4 The claim was heard by Mr Justice Dove on 2 and 3 September 2020. The hearing consisted of the presentation of cases, firstly by Saira Kabir Sheikh QC for the Council and then the Secretary of State's case, from Mr Stephen Moules of Landmark Chambers.
 - 5 The Judgement, which dismissed the Council's claim, was handed down on Friday 13 November 2020.
 - 6 On 4 December 2020, the Council filed an application to the Court of Appeal for permission to challenge the Judgement. The outcome of this application is currently awaited.

Complaint to the Planning Inspectorate

- 7 On 14 May 2020, the Council submitted a complaint to the Planning Inspectorate in relation to the service it had received during the course of the examination procedure. The complaint focussed on a number of areas, including:
 - The failure of the Inspector to provide feedback on the matters of soundness that she had promised to do;
 - Raising concerns regarding the duty to cooperate almost six months after the submission of the Plan, which is contrary to the Planning Inspectorate's own procedural guidelines; and
 - Concerns that the Planning Inspectorate sought to replace the final report with an amended version, again, contrary to its own procedural guidelines.
- 8 The reason for the Planning Inspectorate's hastily issued revision of the Inspector's Report was the presence of a double negative at Paragraph 29, which stated that:

*'However, the evidence before me, including the minutes of meetings and the HPSs, does **not** demonstrate that there has **not** been active, constructive or on-going engagement in respect of unmet housing need.'*
- 9 In other words, there had been active engagement. Officers refused to accept the amended version of the Report.
- 10 The Council received a response to its complaint on 16th September 2020, from the Planning Inspectorate's Customer Team. The conclusion of the response states that:

‘Overall, it is accepted that a letter or statement of error should have been sent rather than offering and sending an amended Report, and I can advise an upheld administrative complaint has been recorded in respect of this.

However, whilst I understand the level of disappointment in the Inspector’s conclusions on the Local Plan, after investigating the further points of complaints made, in my view the approach that was taken by the Inspector during the process was entirely reasonable.

Request to the Secretary of State for call in

- 11 All three MPs who represent Sevenoaks District - Laura Trott, Tom Tugendhat and Gareth Johnson - wrote to the Secretary of State on 1st June 2020, to request that the decision be recovered from the Inspector for his consideration. The Secretary of State has since confirmed that he has no powers to intervene.

Moving forward - some key themes

- 12 Regardless of the outcome of the Council’s application to Appeal the legal challenge, further work will be needed to ensure the Local Plan reflects emerging living and working trends, the fundamental changes that have taken place over the last 12 months and the proposals set out in the Government’s Planning White Paper. Some key themes to consider are set out in the following paragraphs.

Making best and most efficient use of land

- 13 It is important that the emerging Local Plan promotes development that makes the best and most efficient use of land to encourage sustainable development. The principles behind this approach have been established for many years now. As context, the 2000 version of the Government’s Planning Policy Guidance Note 3, which has since been superseded by the National Planning Policy Framework, stated that:

Local planning authorities should avoid the inefficient use of land. New housing development in England is currently built at an average of 25 dwellings per hectare but more than half of all new housing is built at less than 20 dwellings per hectare...

Local planning authorities should therefore:

- *avoid developments which make inefficient use of land (those of less than 30 dwellings per hectare net - see definitions at Annex C);*
- *encourage housing development which makes more efficient use of land (between 30 and 50 dwellings per hectare net); and*
- *seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors.*

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- 14 There are cases where residential development continues to be proposed in Sevenoaks at less than 30 units per hectare, which is lower than what might be found on a typical suburban street. Officers are of the view that it is possible to achieve higher density development, which maintains acceptable levels of public and private amenity space, incorporates emerging healthy living standards and reflects local character. This does not mean ‘town cramming’. Instead, the emerging Plan should place increased emphasis on bringing forward ambitious development proposals that make the best use of available land in all circumstances, whilst reflecting local character.
- 15 The proposed approach is consistent with the Council’s corporate objective to minimise the release of Green Belt land. It will also greatly assist in the delivery of current and future housing targets.

Change in work patterns/economic drivers

- 16 A report produced by real estate consultancy JLL on The future of office demand: Central London after Covid-19 notes that:

‘Some more suburban London markets could also see an increase in demand. Local clubs or hubs - perhaps occupied on a flexible basis - may become more prevalent in popular suburbs. This applies equally to towns and neighbourhoods on the fringe of Greater London with excellent transport links, such as Croydon or along the Western Corridor. These could offer alternatives to the home for local residents on the days they are not travelling into London, but the viability will depend on the individual company’s resources and the distribution of their staff.’
- 17 The JLL report refers to the emerging demand for more spacious, flexible office accommodation, with a greater focus on health and wellbeing. Access to green space and fast public transport links to London are also important considerations. Sevenoaks has faster rail links to the City and West End than many authorities around London, particularly those located in the western corridor. It is therefore well placed to capitalise on the emerging trends, if workspace can be brought forward to meet these changes in occupier demand.

The future of town centres

- 18 It is often stated that crises accelerate existing trends, rather than creating new ones. Changes in town centres caused by online shopping are not a new phenomenon, as highlighted in the Mary Portas High Street Review, published in 2011:

‘It’s clear that retail spending on the high street is falling and this trend is set to continue.’
- 19 The current form of the High Street is a relatively modern phenomenon that has emerged and developed since the Second World War. Notwithstanding the recent expansion of permitted development rights, it is clear that the function of town centres will continue to change in the coming years. It is important that the Local Plan maintains support for the success of town centres in the District and promotes uses that encourage vitality and

viability. Policies should also reflect emerging trends and incorporate best practice from elsewhere. Officers will therefore investigate the production of a Town Centre Strategy, as outlined in the following section of this report.

Updating the Evidence Base

- 20 Alongside the legal challenge, officers have continued to progress updates to existing evidence base documents, to ensure these are fully up to date when the Local Plan returns to examination. Subject to budget considerations, a number of additional studies are proposed to be prepared in response to the themes outlined above.

District -Wide Characterisation Study

- 21 This study will identify the specific character and context of places and spaces in Sevenoaks District, to inform proposed growth and the determination of planning applications. Studies of this nature have been undertaken by a number of local authorities and greatly assist in ensuring that development proposals make the best use of land, whilst reflecting local characteristics.
- 22 The key elements of District-wide character to be assessed in the study could include:
- Physical: Built form, development density and the natural environment;
 - Cultural, social and economic: cultural pattern and demographic mix; and
 - Perception and experience: sights, sound and perception of the District.
- 23 The study will identify, analyse and help understand the characteristics across the District that should be reinforced and protected, while also determining places that can be improved to enhance the character and make better quality places. The work will form the baseline for future local area studies, such as local character assessments and neighbourhood plans and will assist in making sure that site allocations make the best use of available land, whilst reflecting local development character.
- 24 By mapping the spatial relationship between economic, environmental and social characteristics, we can make informed decisions on where and how to create quality places where communities can thrive.

Town Centre Strategy

- 25 One of the key themes that emerged from the Mary Portas review was the relationship between the physical quality of high streets and their success as centres, for both commercial and civic amenity. Achieving vitality and viability requires a partnership based approach and officers will therefore investigate the production of a Town Centre Strategy with colleagues from the Economic Development and Housing Policy teams.

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- 26 In addition to considering the future demand for retail space, this study would examine the factors that influence the level of footfall. Depending on the advice received, a key outcome could be a vision for town centres in the District, which builds on previous work undertaken in response to the Portas recommendations. The work would have appropriate regard to other studies and strategies prepared across the Council.

Demand for employment space

- 27 It is suggested that further work should be undertaken to assess the potential of Sevenoaks District as a location for employment space, focussing on occupier demand for modern office accommodation. The study will investigate the implications of emerging trends outlined in the JLL report and the impact of increased permitted development rights on the availability of commercial floorspace.

Additional work

- 28 In addition, officers will investigate the need for further updates to the Council's Green Belt Review, Infrastructure Delivery Plan (IDP) and the Strategic Housing Market Assessment (SHMA). These documents will be made available in a live online format wherever possible. Consideration will also be given to bringing forward the Regeneration Priority Areas outlined in the emerging plan.

Sites and Policies

- 29 Discussions are on-going with the promoters of proposed site allocations to ensure they remain deliverable or developable, make the best use of available land, meet infrastructure needs and deliver the right type of development over the Plan period. In addition, work is currently being undertaken to assess the availability of small sites in main settlements, as additional sources of housing supply.
- 30 A review will also take place of the development management policies to ensure they remain fit for purpose. There may be scope for the policies to be more concise and criteria based. The objective of the review will be to avoid repetition of national guidance and to work with development management colleagues to ensure the proposed policies meet the Council's needs.

Presentation of the Plan

- 31 Officers will investigate the presentation of the plan to ensure it has a modern look and feel. Where appropriate, consideration will be given to the presentation of policies and allocations in a digital format and modern mediums will be considered. Officers understand the challenges that this could present to some residents and paper copies of information will be made available as necessary.

Next steps in the Local Plan process

- 32 Many of the activities outlined in this report, including the production of up to date evidence base and discussions with site promoters, can proceed whilst the Appeal is being determined. Officers are of the view that the strategy underpinning the emerging plan - to accommodate as much development as possible in main settlements and release Green Belt land where there are exceptional circumstances for doing so - remains sound.
- 33 As part of this strategy, officers will seek to ensure the most efficient use of land on all sites and to make the most of capacity in existing settlements. In practical terms, this involves a consideration of factors such as whether development density reflects national planning guidance and local character. Proposals should also reflect current needs and the emerging trends outlined in this report.
- 34 Although this work can progress, the Plan cannot substantially move forwards whilst the Appeal process is on-going. Once the outcome is clear, officers will seek to hold discussions with representatives from MHCLG to agree a way forward. These discussions will inform both timescale and process.
- 35 We note the advice to engage with the Planning Advisory Service (PAS) and members will be aware that MHCLG advised the Council to do so prior to the submission of the Local Plan in April 2019. The Inspector rejected the subsequent advice received as an outcome of this process. Nevertheless, the Council must have a degree of certainty going forwards that the Government is broadly happy with the approach being taken, particularly in relation to legal compliance. The Planning Inspectorate's own procedural guidelines advise that significant concerns should be raised at the earliest possible stage.
- 36 In accordance with the advice provided by The Government, officers will seek to agree a way forwards with MHCLG to put a Local Plan in place as soon as possible that meets development needs and underpin robust planning decisions. Further updates will be provided to members as and when the outcome of the Appeal process is clear.

Other matters

The Planning White Paper

- 37 Members requested an update on the Planning White Paper at the last meeting in November. Further discussions have taken place regarding the proposed algorithm to calculate housing requirements, following criticism from a number of high profile MPs. An update on progress will be provided at the meeting.

Gypsy and traveller pitch provision

- 38 The Gypsy and Traveller Accommodation Assessment 2017 identified a need for 51 additional permanent pitches across the District up to 2035. Since 2017, officers from Planning Policy, Development Management and Planning

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Enforcement have been working to regularise existing, suitable unauthorised or temporary pitches and deal with any outstanding enforcement or planning application cases. This process has included working with agents, applicants, local members and local communities to form good working relationships and find appropriate and positive solutions. We have successfully defended appeal decisions, improved the quality of existing sites and undertaken any necessary enforcement action.

- 39 As of 31 January 2021, we no longer have an unmet need for new permanent Gypsy and Traveller pitches.
- 40 The Council is now in a much stronger position in terms of decision making with less pressure on the Green Belt. It should be noted, as with new housing, meeting the need does not automatically mean that all future applications will be refused, however it does strengthen the position to resist inappropriate and unsuitable proposals.

Housing Delivery Test

- 41 The Housing Delivery Test (HDT) was introduced in the 2018 NPPF update, with the aim to boost the supply of housing in line with the Government's objectives. The test compares the past three years of 'homes required' against the number of homes delivered.
- 42 The 2020 HDT measurement for Sevenoaks District is 70%, therefore, we are delivering 70% of the homes required by the test. Therefore, we must produce a HDT action plan, include a 20% buffer on the 5-year housing land supply and apply the presumption in favour of sustainable development.
- 43 It should also be noted that we have not been able to demonstrate a 5-year housing land supply and therefore we have been applying the presumption in favour of sustainable development to planning applications since March 2020. We have not been able to demonstrate a 5 year housing land supply as a result of the Local Plan being found not legally compliant and as the adopted housing requirement is more than 5 years old, we must use the standard method need figure in its place.
- 44 The Council's housing target has increased significantly in recent years. Whilst the objective to put a Local Plan in place as soon as possible, to boost the delivery of new homes, has been curtailed by the Inspectors intervention, officers are keen to move this process forward. In addition, making the best possible use of land will assist in addressing the issue.
- 45 Paragraph 11d of the NPPF provides that, where the development plan policies are out-of-date, granting permission unless (i) NPPF policies that protect areas of particular importance, as set out in footnote 6 (including Green Belt and Area of Outstanding Natural Beauty), provide a clear reason for refusal, or (ii) any adverse effects of granting permission would significantly and demonstrably outweigh the benefits, assessed against the NPPF as a whole.

- 46 Members will be aware that 93% of the District is designated as Green Belt and more than 60% is within AONB. Reassurance should therefore be taken from paragraph 11d(i), which is likely to be a relevant consideration for many planning applications in the District.

Key Implications

Financial

Production of the Local Plan will be funded from the Local Plan reserve.

Legal Implications and Risk Assessment Statement.

Preparation of a Local Plan is a statutory requirement. There are defined legal requirements that must be met in plan making which are considered when the Plan is examined by a Government Planning Inspector. Risks associated with Local Plan making are set out in the Local Development Scheme.

Equality Assessment

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Net Zero

This has been addressed in the main report.

Conclusion

Officers will be happy to take any questions on the content of this report at the meeting.

Appendices
None
Background Documents
None

Richard Morris

Deputy Chief Executive, Chief Officer - Planning & Regulatory Services

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NATIONAL PLANNING POLICY FRAMEWORK (NPPF) AND NATIONAL MODEL DESIGN CODE: CONSULTATION PROPOSALS

Development and Conservation Advisory Committee - 4 March 2021

Report of: Chief Officer - Planning and Regulatory Services

Status: For Consideration

Key Decision: No

Executive Summary: This report provides an overview of the current Government consultation on changes to the NPPF and the introduction of a national model design code and an initial response.

This report supports the Key Aim of: Protecting the natural and built environment

Portfolio Holder: Cllr. Julia Thornton

Contact Officers: Rebecca Lamb, Ext. 7334 and Hannah Gooden, Ext. 7178

Recommendation to DCAC: To note the report on the Government consultation and the proposed response.

Reason for recommendation: To provide an understanding of the current consultation and how it may impact SDC.

Introduction and Background

- 1 The Government is consulting on changes to the National Planning Policy Framework (NPPF) and the new National Design Code and the associated Guidance document. Most of the changes respond to the Building Better Building Beautiful Commission's recommendations. These were at the heart of the Government's White Paper in 2020 and SDC's response to this was reported to this Committee. Members fed into that response via online sessions and written feedback. The National Design Code should be read alongside the National Design Guide that was published in 2019.
- 2 In addition to changes related to the Building Better Building Beautiful Commission recommendations, the consultation also proposes a number of other revisions to the NPPF. These focus on strengthening policies related to climate change and the environment, clarify the use of Article 4 Directions and the status of Written Ministerial Statements and provide legal and factual updates. Officers will continue to offer advice and training to members on all of these matters. The consultation is clear that this is not a wholesale revision of the NPPF, but that there will be a more comprehensive review in due course.

Design Code / Design policy in NPPF

- 3 The proposed changes to the wording of the NPPF are not designed to be a wholesale revision of the document. Essentially, the changes are;
 - Clarifications on policy and small-scale changes to reflect the outcome of the Building Better Building Beautiful Commission's report;
 - Clearly stating that poor quality schemes should be refused; and
 - Where appropriate, references to 'good design' have been replaced with 'good design and beautiful places'.
- 4 Alongside the wording of the NPPF, the Government is consulting on a new National Design Code (NDC) and a guidance document. The purpose of the NDC is to provide detailed guidance on the production of local design codes, guides and policies to promote successful design. The guidance document deals specifically with the detail of the production and content of design codes and also provides a framework for public engagement to ensure that design codes have gained measurable community support. The NDC is not a statement of national policy but the Government recommends that the advice on the preparation of design guides and codes is followed. In the absence of local design codes, local planning authorities will be expected to use the NDC as a material consideration in the determination of planning applications.
- 5 A design code is a set of simple, concise, illustrated design requirements that provide detailed parameters for the development of a specific site or an area. The NDC sets out a baseline standard of quality and practice which Local Planning Authorities are expected to take into account when developing their own local design codes and guides and when determining planning applications. Primarily, according to the draft NDC (page 2) this would be:
 - The layout of new development, including street pattern;
 - How landscaping should be approached including the importance of streets being tree-lined;
 - The factors to be considered when determining whether facades of buildings are of sufficiently high quality;
 - The environmental performance of place and buildings, ensuring they contribute to net zero targets; and
 - That developments should clearly take account of local vernacular and heritage, architecture and materials.
- 6 The document then goes on to break down the coding process from analysis through to the production of a code.

Initial response

- 7 The consultation on the NDC is asking for comment on the content, the application and use and the approach to community engagement. A detailed response is being developed and will be circulated to all members. However,

the principle of introducing design guides and codes is generally welcomed. It affords more clarity to the development management process for all stakeholders and can simplify the application process. It allows for local authorities to be proactive in providing a vision for a site or an area. The framework for public engagement that is detailed in the guidance should go some way to allaying concerns raised in response to the White Paper about the lack of community involvement in the development process.

8 The design related changes to the NPPF are as follows;

- Chapter 5 - Delivering a wide choice of high quality homes

Small clarifications in wording based on perceived confusion and case law and to reflect that the Housing Delivery Test is now in effect.

- Chapter 8 - Promoting healthy and safe communities

Clarifications to existing policy regarding attractive pedestrian and cycle routes and emphasis on the opportunity to access high quality open space for health and well-being purposes.

- Chapter 9 - Promoting sustainable transport

Amendments to encourage walking and cycling and to reflect current policies.

- Chapter 11 - Making effective use of land

Amendment to include emphasis on the role that area based character assessments, codes and masterplans can play in helping to ensure land is used efficiently, while also creating beautiful and sustainable places.

- Chapter 12 - Achieving well-designed places

Wording changed to reflect the terms 'beautiful' in response to the Building Better Building Beautiful Commission's report. Emphasis on all LPAs to prepare local design codes and guides. A new paragraph has been added to reflect the new model community engagement process in the guidance for the NDC. A new paragraph to reflect the Government's ambition that all new streets should be tree-lined.

- Chapter 15 - Conserving and enhancing the natural environment

New paragraphs that respond to the Glover review on protected landscapes and provide minor clarifications.

Other Changes to the NPPF

9 The other (non-design related) proposed revisions to the NPPF can be summarised as:

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- Changes to strengthen policies in relation to climate change and the environment. This includes recommendations arising from the review of flood risk with Defra.
- Clarification on the use of Article 4 directions, so that they are used sparingly and across the smallest geographical area.
- Minor changes arising from legal cases and the removal of out of date text.
- An update in relation to the status of Written Ministerial Statements (WMS), particularly in relation to retaining and explaining plaques and statues.

Further explanation of these four areas is set out below.

10 Strengthening of environmental policies

- Within Chapter 2 (Achieving Sustainable Development), the presumption in favour of sustainable development (paragraph 11(a)) has been amended to broaden the high-level objective for plans to make reference to the importance of both infrastructure and climate change.
- Chapter 14 (Climate Change, Flooding and Coastal Change) has been amended to reflect the recommendations from a review of flood risk with Defra, and to enhance the existing safeguards concerning flood risk. There is clarification that the policy applies to all sources of flood risk and it focuses on using opportunities, provided by new development and improvements in green and other infrastructure, to reduce the causes and impacts of flooding. The Flood Risk Vulnerability Classification has also been moved from planning guidance into national planning policy.

11 Update on the status of Written Ministerial Statements (WMS)

- Chapter 3 (Plan Making) has been amended to highlight that local plans are 'sound' if they are consistent with national policy - enabling the delivery of development in accordance with the NPPF and other statements of national planning policy where relevant. This ensures that the most up to date national policies (for example, Written Ministerial Statements) can be taken into account.
- Chapter 16 (Historic Environment) has been revised to reflect the WMS (18 January 2021) on the need to retain historic statues, with a focus on explaining their historic and social context rather than removal.

12 Clarification of the use of Article 4 directions

- Chapter 4 (Decision Taking) has been revised to clarify the policy intention for Article 4 directions - that they should be used sparingly. Article 4 directions (which restrict permitted development rights) should only be used to restrict changes of use to residential where they are targeted and fully justified. Clarification that Article 4 directions should be restricted to the smallest geographical area possible.

13 Minor text changes in relation to legal cases and corrections

- References to the transitional arrangements for the Housing Delivery Test have been removed as these no longer apply.
- Clarification that, where major development is proposed, at least 10% of the total number of homes should be available for affordable home ownership, as there was confusion over the previous wording.
- Amendment to remove any suggestion that neighbourhood plans can only allocate small or medium sites. This was not the policy intention.

Initial Response

- 14 The renewed focus on climate change and the environment aligns well with SDC's net zero aspirations and ethos. The Council is supportive of the proposed inclusion of the UN's 17 Global Goals for Sustainable Development within the NPPF and the focus on flood risk, which affects many areas of the District.
- 15 The restrictions on the use of Article 4 directions will mean that SDC is likely to have less control over changes of use to residential, which could impact upon the economy, particularly in relation to the District's office floor-space. However, amendments to the Use Class Order last year, and the recent consultation (Supporting Housing Delivery and Public Service Infrastructure) have already indicated that this is the Government's direction of travel.
- 16 Members will be aware that Article 4 directions have been successfully used in the District to restrict the misleading sale of Green Belt land for residential development. This example highlights the need for the mechanism to remain available for use in exceptional circumstances.
- 17 The updates in relation to legal cases are mainly factual and clarification where policies have been previously misinterpreted is welcome. The inclusion of references to Written Ministerial Statements (WMS) when considering the soundness of Plans does mean that issues within WMS will be required to be given weight, before they have been subject to consultation or debate, which does cause some concern.

Next steps

- 18 A draft response will be circulated to all members for comment in early March.
- 19 The final response will be provided to Cllr Thornton for portfolio holder sign-off.
- 20 The SDC response will be submitted by the 27th March 2021 deadline.

Other options Considered and/or rejected

SDC could decide not to respond to the current consultation, but then the Council's views would not be taken into account in the Government's consideration of the proposals.

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Key Implications

Financial

There are no financial implications in relation to the preparation of the consultation response.

Legal Implications and Risk Assessment Statement.

None.

Equality Assessment

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users. The promotion of good design is likely to have a positive impact upon all communities.

Conclusions

Officers will be happy to answer questions and provide further information at the meeting.

Appendices

[Appendix A - consultation documents](https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals)

<https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>

Background Papers

None

Richard Morris

Deputy Chief Executive and Chief Officer - Planning and Regulatory Services

**Development and Conservation Advisory Committee Work Plan 2020/21
(as at 18/2/21)**

4 March 2021

- Adoption of Edenbridge Character Area Assessment SPD
- Local Plan Update (incl. Government Response to White Paper Consultation)
- National Model Design Code consultation

6 July 2021

- CIL Governance Annual Review
- Building Control Update

19 October 2021

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2 December 2021

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3 March 2022

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