3.7 SITE CONSTRAINTS

SITE CONSTRAINTS

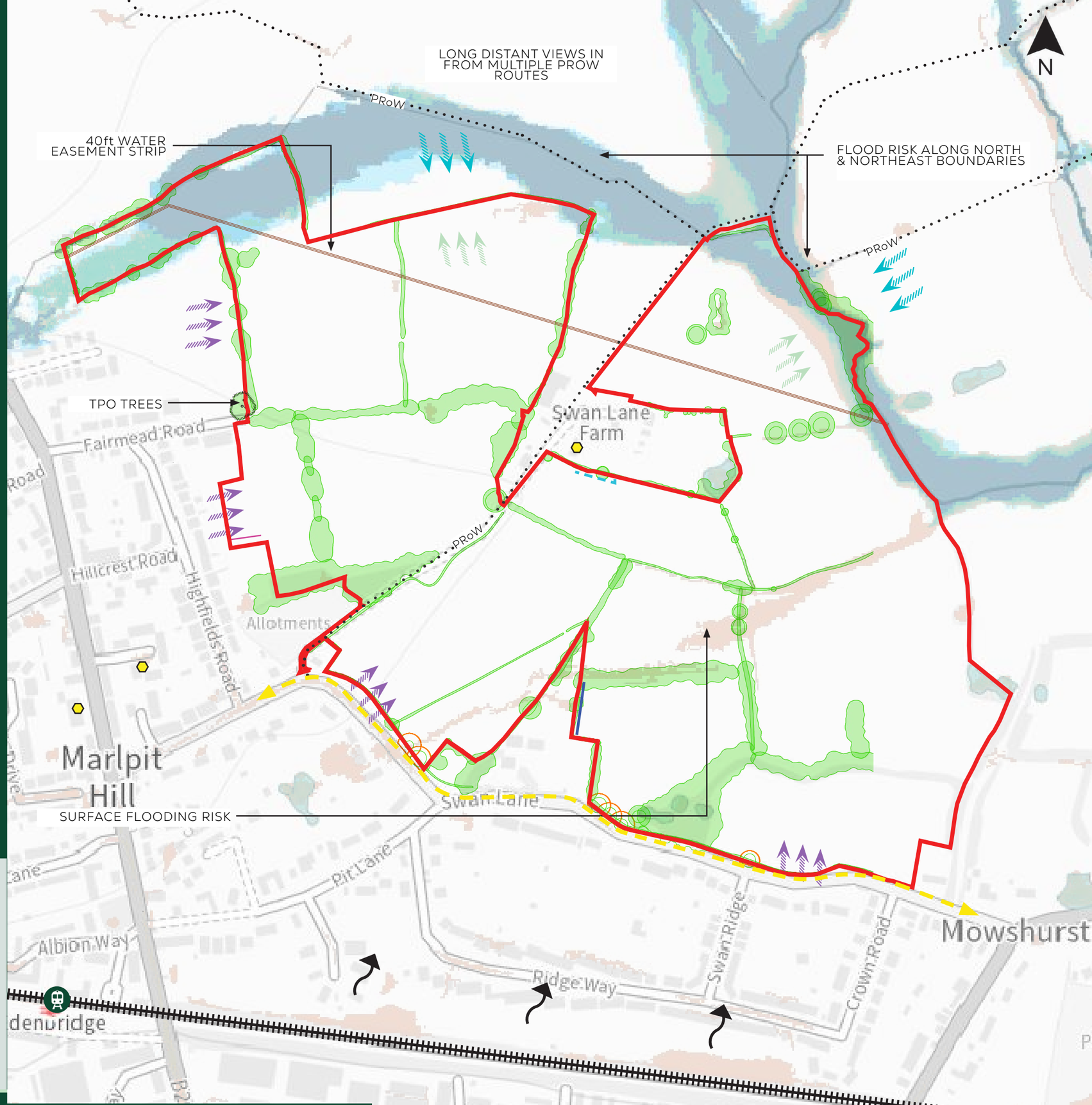
A range of physical, environmental and infrastructure constraints have informed the evolution of the framework plan. These include existing vegetation, Public Rights of Way, utilities, flood risk, landscape sensitivity and established views, all of which have been carefully considered to ensure development responds appropriately to the site's existing character and environmental setting.

The constraints identified on this page have informed the location of development, movement corridors, green infrastructure and landscape buffers, helping to shape a robust and landscape-led framework plan.

KEY CONSIDERATIONS

- Existing Public Rights of Way crossing the site.
- Mature hedgerows, woodland and established vegetation.
- Flood risk and surface water corridors.
- Grade II Listed Building at Swan Lane Farm (within 500m)
- Existing utility easements and infrastructure.
- Site within archaeological notification area.

Understanding these site constraints has been fundamental to developing a framework plan that responds positively to its landscape, infrastructure and environmental context.



Existing Primary Travel Route
40ft Water Easement Main
Public Foul Sewer
KCC Water Easement Strip
Heritage Assets
Surface Water
Flood Zones 2 & 3
Existing Hedgerows
Public Right of Way (PRoW)
Noise Generation
Short Distance Views In
Long Distance Views In
Long Distance Views Out

CONSTRAINTS MAPPING

3.8 SITE OPPORTUNITIES

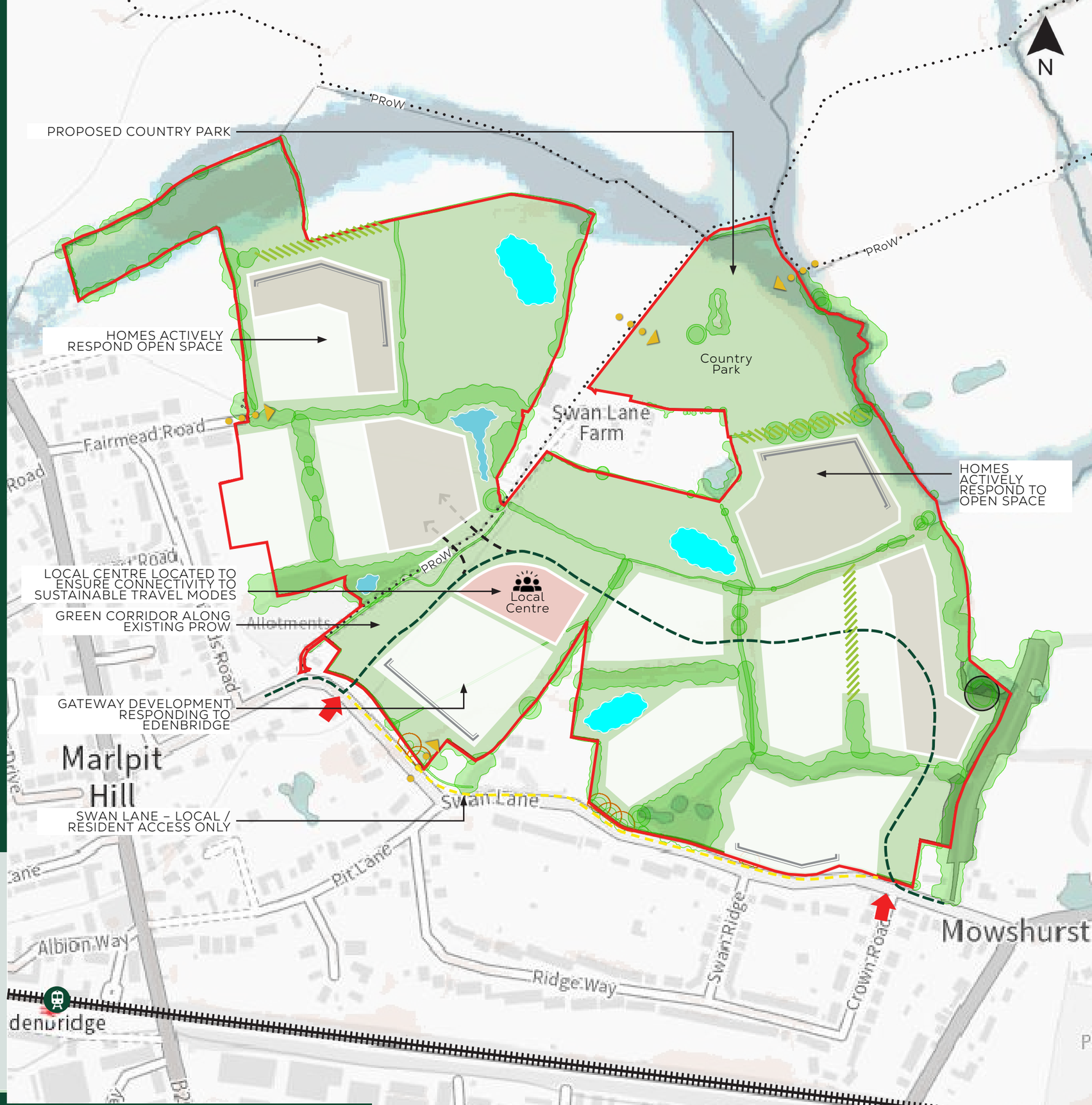
SITE OPPORTUNITIES

The site presents a unique opportunity to deliver a landscape-led extension to Edenbridge that responds positively to its natural setting and existing community. Mature hedgerows, Public Rights of Way, open views and established landscape features provide the framework for a distinctive new neighbourhood, while creating opportunities to enhance biodiversity, strengthen green infrastructure and improve access to publicly accessible open space.

KEY OPPORTUNITIES

- Create a landscape-led extension to Edenbridge.
- Deliver a new Country Park and extensive public open space.
- Delivery of up to 650 new homes.
- Retain and enhance existing hedgerows and woodland.
- Integrate Public Rights of Way within a connected green network.
- Providing an alternative route for through traffic and restricting Swan Lane to access only for pedestrians and local residents, as per the transport note.
- Establish a vibrant Local Centre as the heart of the community.
- Create strong walking and cycling connections.
- Enhance biodiversity through new habitats and SuDS.
- Reinforce Edenbridge's green edge with structural landscaping.
- Arrange development to overlook parks and green corridors.

The opportunities identified across the site have shaped a framework plan that delivers new homes alongside lasting environmental, landscape and community benefits.



OPPORTUNITIES MAPPING

- Proposed Vehicle & Pedestrian Access
- Potential Pedestrian/Cycle Access
- Primary Car/Bus Loop
- Open Space/Ecological areas
- Potential SuDS Locations
- Higher Density Built Area
- Lower Density Built Area
- Local Traffic Only (Swan Lane)
- Existing PRoW
- Existing Hedgerows
- Development Frontage
- New Areas of Structural Planting

04 Land at Swan Lane, Edenbridge

THE FRAMEWORK

4.0 FRAMEWORK PLAN DELIVERABLES



MASTERPLANNING

A landscape-led framework responding to the site's field pattern, vegetation, topography, drainage, Public Rights of Way and relationship with Edenbridge.



A NEW PRIMARY MOVEMENT ROUTE

A new primary route will reduce through traffic along Swan Lane, allowing it to become a quieter route focused on local access, walking and cycling.



A POSITIVE EDGE TO EDENBRIDGE

Development responds to the settlement edge, with landscape buffers, open space and structural planting creating a softer transition to the countryside.



LANDSCAPE-LED STRUCTURE

Existing hedgerows, woodland and field boundaries shape development parcels and create an interconnected network of green corridors.



A CONNECTED COMMUNITY

Walking, cycling and public transport connections will link new homes with Edenbridge, the Local Centre, Country Park and existing Public Rights of Way.



GREEN & BLUE INFRASTRUCTURE

New planting, habitats and sustainable drainage will strengthen green corridors, with the more sensitive northern areas retained as substantial open space.



RESPONDING TO LANDSCAPE SENSITIVITY

Development is focused within the less visually sensitive parts of the site, responding positively to the existing landscape character.



A COMMUNITY HEART

A centrally located Local Centre will provide an accessible focal point for community facilities, local services and everyday activity.



SUSTAINABLE & INCLUSIVE HOMES

A varied mix of homes, including 50% affordable housing, with accessible and adaptable homes integrated throughout the neighbourhood.

TOGETHER, THESE PRINCIPLES CREATE A DISTINCTIVE, CONNECTED AND LANDSCAPE-LED EXTENSION TO EDENBRIDGE.

4.1 CONCEPTUAL FRAMEWORK PLAN

MASTERPLAN LEGEND

- PROPOSED DEVELOPMENT PLOTS (MARKET AND AFFORDABLE HOUSING)
- PROPOSED LOCAL CENTRE
- PROPOSED COUNTRY PARK & OPEN SPACE
- PROPOSED PLAY AREAS
- INTEGRATION OF EXISTING PROW
- PROPOSED SUSTAINABLE DRAINAGE SYSTEM & HABITAT CREATION
- PROPOSED BUS STOP LOCATIONS
- PROPOSED PRIMARY MOVEMENT & BUS ROUTE

FRAMEWORK PLAN

Map data © Google 2026

4.2 COMMUNITY & CONNECTIONS

A CONNECTED NEW NEIGHBOURHOOD

The vision seeks to create a well-connected new neighbourhood that forms part of Edenbridge, with walking, cycling and public transport embedded within the framework from the outset. Much of the proposed development lies within approximately 800m of Edenbridge Station, while the proposed bus loop will extend convenient public transport access throughout the wider neighbourhood.

A proposed bus loop through the development, supported by new bus stops, will provide a safer and more convenient route through the site. This will connect new residents with wider Edenbridge, while providing existing residents with improved access to the proposed Local Centre, Country Park and community facilities.

At the heart of the neighbourhood, a new Local Centre will provide a focal point for everyday activity and community life. Positioned on a key movement route, it will be readily accessible by foot, cycle and public transport from both the new neighbourhood and existing town.

A NEW MOVEMENT STRATEGY

A new primary route through the neighbourhood will provide an alternative route for through traffic. The new route will also accommodate bus services and new stops, connecting homes with the Local Centre, Country Park and wider Edenbridge.

A QUIETER SWAN LANE

Reducing through traffic creates the opportunity for a safer and more attractive environment for walking, cycling and local access.

A NEW LOCAL CENTRE

A new community heart providing space for local services, facilities and everyday activity.

WALKABLE & CONNECTED

New pedestrian and cycle connections linking homes, the Local Centre, Country Park and existing Public Rights of Way.



4.3 HOMES FOR ALL

A DIVERSE MIX OF HOMES FOR EDENBRIDGE

The vision has the potential to deliver approximately 650 new homes, providing a broad mix of house types, sizes and tenures to respond to local housing needs and create a balanced and inclusive new community.

A significant proportion of the development will comprise affordable housing alongside a range of market homes. The vision will provide housing for different stages of life, including smaller homes, family housing and homes suitable for older residents and those with accessibility needs.

Housing will be arranged within a series of distinctive, landscape-defined character areas. A predominantly two-storey built form will respond to the character of Edenbridge, with variation in density, scale and housing type used to create attractive streets, spaces and a clear transition towards the surrounding countryside.

UP TO
650
NEW HOMES
FOR EDENBRIDGE

£ 50% AFFORDABLE HOMES

SALE 50% MARKET HOMES

A DIVERSE HOUSING MIX

A range of house types, sizes and tenures

DISTINCTIVE NEIGHBOURHOOD

Landscape-led streets with a strong sense of place

HOMES FOR DIFFERENT NEEDS

Homes supporting different ages, households and lifestyles

4.4 PARKLAND INFRASTRUCTURE

A significant new Country Park will form a defining feature of the vision, retaining the more sensitive parts of the site as an extensive area of publicly accessible open space. Existing hedgerows, trees, ponds and landscape features will be incorporated within a connected green infrastructure network that extends throughout the new neighbourhood.

The Country Park will provide opportunities for informal recreation, walking, play, habitat creation and biodiversity enhancement, while helping to retain the site's relationship with the wider Low Weald landscape.

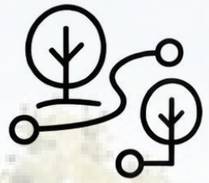
Development will be positioned to positively address these spaces, providing natural surveillance and creating attractive green edges where homes overlook the landscape.

The Country Park will place landscape, nature and recreation at the heart of the new community, creating a lasting green asset for both new and existing residents of Edenbridge, where the Council already recognises that this part of the settlement has an under-provision of publicly accessible green space.



COUNTRY PARK

A substantial new publicly accessible landscape providing space for recreation, nature and community use.



CONNECTED GREEN NETWORK

Existing hedgerows and landscape corridors retained and enhanced to connect the Country Park with green spaces throughout the development.



BIODIVERSITY & HABITAT

New planting, wetland habitats and ecological enhancements will strengthen the site's existing biodiversity network.



WALKING & RECRUITMENT

New and existing routes will provide opportunities for walking, recreation and connections into the wider countryside.



SUSTAINABLE DRAINAGE

SuDS features will be integrated naturally within the landscape, combining water management with habitat creation and attractive open space.

05 Land at Swan Lane, Edenbridge

ACHIEVING THE VISION

5.0 SWAN LANE, EDENBRIDGE



THE VISION

More than a new housing development, Swan Lane provides an opportunity to create a landscape-led, connected and community-focused new neighbourhood that becomes a positive and integrated part of Edenbridge.

NEW HOMES
Meeting the needs of the local community.

COUNTRY PARK
Placing landscape, nature and recreation at the heart of the development.

LOCAL CENTRE
Providing a focal point for community life and everyday services.

IMPROVED
Walking, cycling and public transport connections linking the neighbourhood with wider Edenbridge.

LASTING BENEFITS
For new and existing residents, creating a sustainable and distinctive place for Edenbridge to grow.

gdmarchitects

gdm architects
the Master's House, College Road,
Maidstone, Kent.
ME15 6YF

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Barratt
Redrow

APPENDIX
2



Land North of Swan Lane, Edenbridge: Connectivity Review

Ref: TW/ITB210911-003a

Date: 15 September 2026

1.1 Barratt David Wilson Homes Kent (BDWK Homes) is promoting Land North of Swan Lane, Edenbridge, to deliver approximately 650 dwellings and additional community uses. The Site was previously identified for development under emerging policy ST2 / EDEN16 of the Regulation 18 Plan.

1.2 The Swan Lane site is a **logical, well located and sustainable site.** It is as well-connected to key facilities and travel choices as other potential locations in Edenbridge being considered, and offers **important opportunities to deliver wider accessibility benefits that other sites can't**, particularly:

- To provide **mixed-uses** on site to establish sustainable living and **reduce the need to travel**
- **Reducing local travel** by providing more facilities close to existing underserved population
- Providing development **adjacent to existing important transport corridors**
- Helping to **deliver planned improvements to active travel routes** on Station Road
- Bringing forward **public transport enhancements**, building on established viable routes.

Deliverability of the Site in Transport Terms

1.3 A Transport Delivery Note (**Appendix A**) presents a vision-led strategy to ensure delivery of sustainable and well-connected development on the Site. This confirms **the site is deliverable**:

- Safe and suitable access for all users can be achieved to enable delivery of the Site, in line with guiding principles of national policy and KCC design guidance.
- Most facilities are in and around Edenbridge Town Centre to the south which is accessible within a walking/cycling distance and accessible using the existing bus services passing the site at Swan Lane.
- The development proposal is unlikely to significantly impact the operations of Swan Lane or wider network in a manner that cannot be satisfactorily resolved and mitigated.

Local Plan / SHEELA assessment of the Site

1.4 Sevenoaks District Council (SDC) is currently consulting on its Regulation 19 Local Plan and has omitted the earlier allocation of the Site within its publication.

1.5 The SDC SHEELA has considered the Site in transport terms twice, in both 2025 and 2026:

- The 2025 SHEELA confirmed the Site should be included in the Plan noting that:

> ***This is a greenfield site adjacent to the urban confines of Edenbridge, which is identified as a town in the Settlement Hierarchy 2025. The site is therefore considered to be in a sustainable location, close to existing key services and facilities, including access to two train stations in Edenbridge.***
>
> ***Therefore, due to its sustainable location, grey belt status and unconstrained nature, the site is considered suitable for development.***

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- The 2026 SHEELA concludes similarly that the site is a sustainable location for development:

This is a greenfield site adjacent to the urban confines of Edenbridge, which is identified as a town in the Settlement Hierarchy 2025. <u>The site is therefore considered to be in a relatively sustainable location.</u>

1.6 Notwithstanding this, the SHEELA then concludes that the Site is 'unsuitable', partly based on:

However, due to the distance from services and facilities in Edenbridge, this site is considered relatively less sustainable than other sites promoted adjacent to Edenbridge.

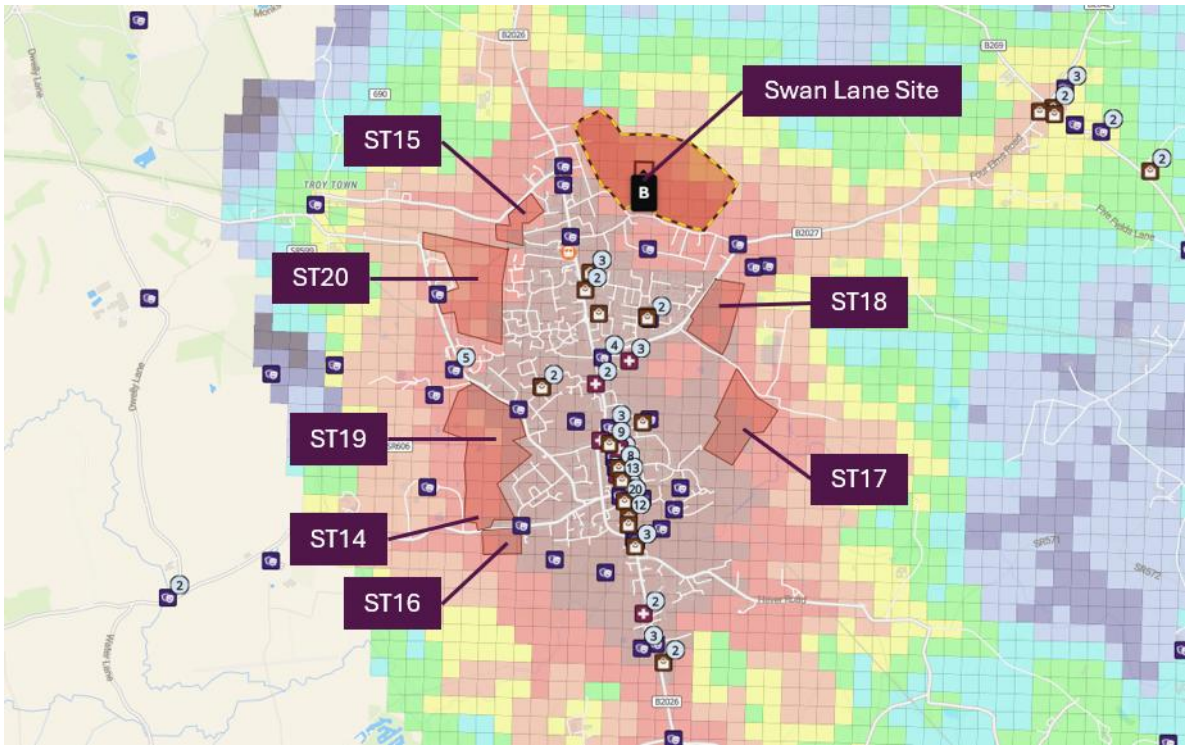
1.7 Neither of the assessments conclude that the Site is not accessible or sustainable. Instead, the 2026 assessment reaches a view that other proposed allocations are preferable in accessibility terms.

1.8 This conclusion of the SHEELA 2026 is not supported by the relevant evidence of the Plan, nor due and proper consideration of the wider opportunities that development of the Site offers to improve connectivity and accessibility in the area. The following sections describe why the Site is both accessible and suitable, and why the conclusion of SDC was incorrect to omit it from the Reg 19 Plan.

Consideration of Connectivity

1.9 The DfT publishes a 'Connectivity Tool' which is part of the assessment that should be used to consider the suitability of development (referred to in TR1 and TR3 of the NPPF).

Image 1 – Comparison of Connectivity Scores



1.10 The connectivity tool analysis demonstrates that **the Site at Swan Lane performs just as well as the proposed Regulation 19 allocations** when considered on the national index or the SDC local area assessment, achieving Band B and C for the developable area.

1.11 There is no clear differentiation on connectivity of the sites, all offering good levels of connectivity to support sustainable development.

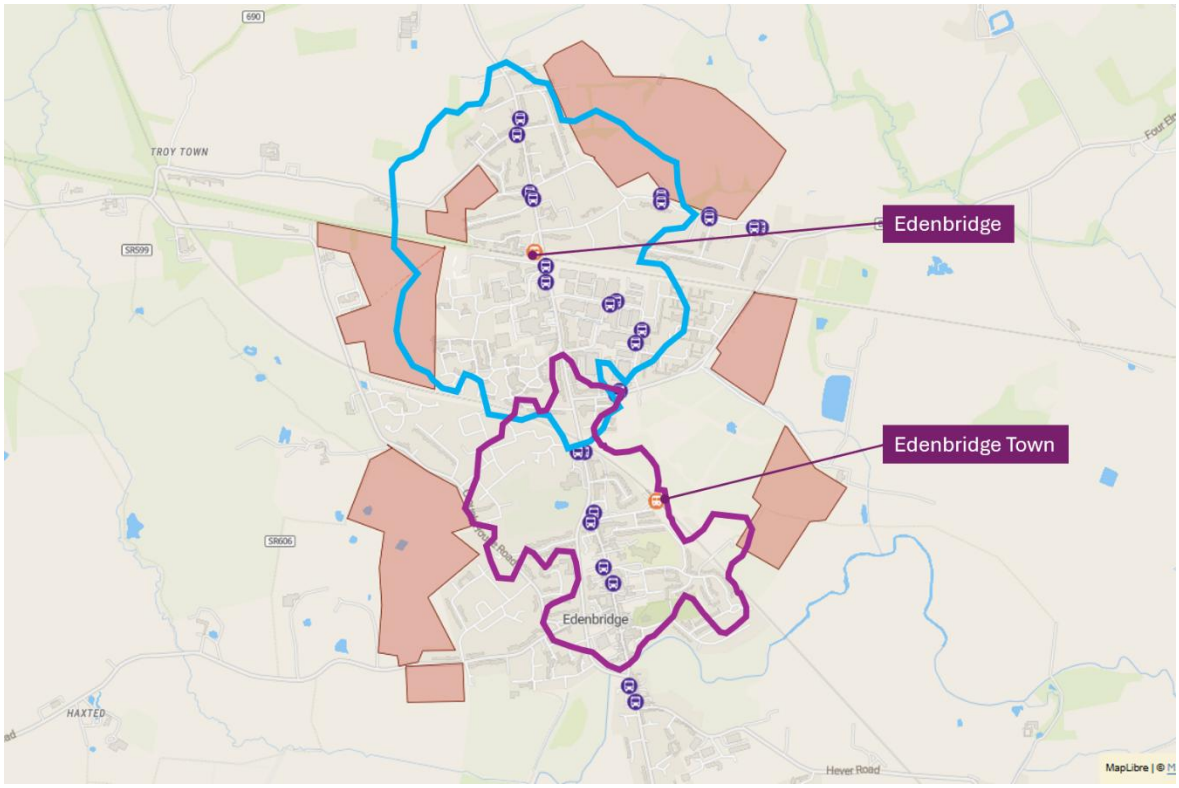
Table 1 – Connectivity Assessment

Site	DfT Rating (SDC Area)	National Index
ST14	B	44-46
ST15	B	40-48
ST16	A/B	46-50
ST17	A/B	42-50
ST18	A/B	43-50
ST19	A/B/C	39-53
ST20	AB/C	34-50
Site	B/C	35-48

1.12 In a more practical analysis, considering accessibility of services and facilities to the Sites again shows little reason or evidence that would lead to a preferential conclusion for one than another in accessibility terms. The Swan Lane site is within a comfortable walk (800m / 10 minutes) from a good range of important everyday facilities and travel choices including:

- Food and convenience retail including the Lidl supermarket
- Core employment areas at Edenbridge Industrial Estate
- Health and dental provision
- Community and leisure use
- Edenbridge rail station offering regular inter-regional connections to key destinations
- Regular bus services on the doorstep connecting to Tunbridge Wells and Edenbridge town centre

Image 2 – 800m Catchments from Railway Stations to emerging allocations



1.13 Overall, the Swan Lane site is a well-connected and sustainable site. It is as well-connected as the proposed allocations in Edenbridge, and offers important and material opportunities to deliver wider accessibility benefits to improve accessibility that isn't available for other sites, including

- Delivering mixed uses on site to establish sustainable living and reduce the need to travel.
- Reducing local travel by providing more facilities close to existing underserved population.
- Providing development adjacent to existing viable and important transport corridors
- Offering opportunities to deliver improvements to active travel routes on Station Road
- Bringing forward public transport enhancements.

Delivery of Wider Sustainability Benefits

1.14 Accessibility and sustainability considerations (applying TR1 and TR3 of the NPPF) do not relate only to what is currently provided in the area, but also the potential to bring improvements forward as part of growth that can improve connectivity and sustainability for all.

1.15 Creating mixed uses schemes where housing is provided alongside services, runs to the core of sustainable development, allowing people to live, work and play without the need to travel every day.

1.16 In this context, **the scheme at Swan Lane will deliver positive accessibility benefits for residents and the wider community which will not be possible from many of the other allocations** and importantly would go a long way to address a facilities imbalance evident in the northern parts of Edenbridge currently.

Table 2 – Reg 19 Allocations and how the Site Compares to the Proposed Allocation Mix

Site	Dwellings	Non-Residential Uses
ST14	62	None – Housing only
ST15	93	None – Housing only
ST16	100	None – Housing only
ST17	155	None – Housing only
ST18	176	None – Housing only
ST19	371	None – Housing only
ST20	450	Includes some employment - B2/B8 (2,000sqm)
Site	650	Community / Retail / Employment uses / Strategic open space including Country Park

1.17 The scale and mixed-use nature of the scheme will deliver an important range of facilities and services on the site, which will reduce travel demand and promote improved facilities for existing residents. The scheme includes community uses which would be expected to comprise local retail and community facilities as well as local employment opportunities. The Scheme comprises substantial and strategic scale open spaces, to provide a Country Park, allotments and sports areas. These are all everyday uses that people will access locally rather than needing to travel afield.

1.18 The delivery of mixed-use schemes adjacent to existing settlements, such as would be achieved at Swan Lane, materially improves local facilities and services for the existing residential population too and can beneficially impact the local area in relation to accessibility and transport.

Developing along established infrastructure corridors

1.19 Two critical locational benefits of the Swan Lane site are its location relative to core movement corridors and infrastructure which provide for active and public transportation, particularly:

- Swan Lane is the only site that lies directly adjacent to a viable and existing bus route.
- Swan Lane connects directly to the Station Road corridor which is identified as the priority route in the LCWIP (Route 2) walking and cycling strategy for improvements.

1.20 Developing on established communication lines delivers viable and sustainable growth. **The Site can deliver improvement to these central transport arteries which will improve accessibility for all**.

Image 3 – Location of Swan Lane Site directly adjacent to bus routes

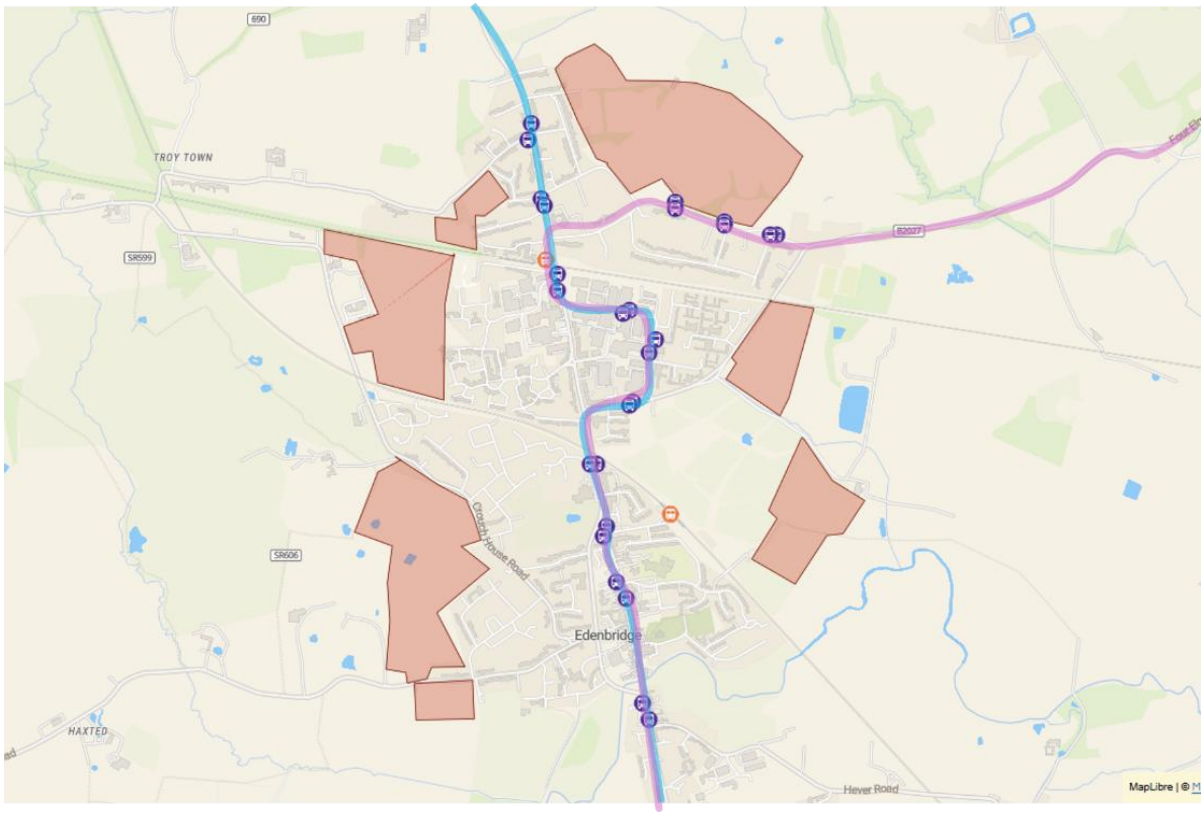
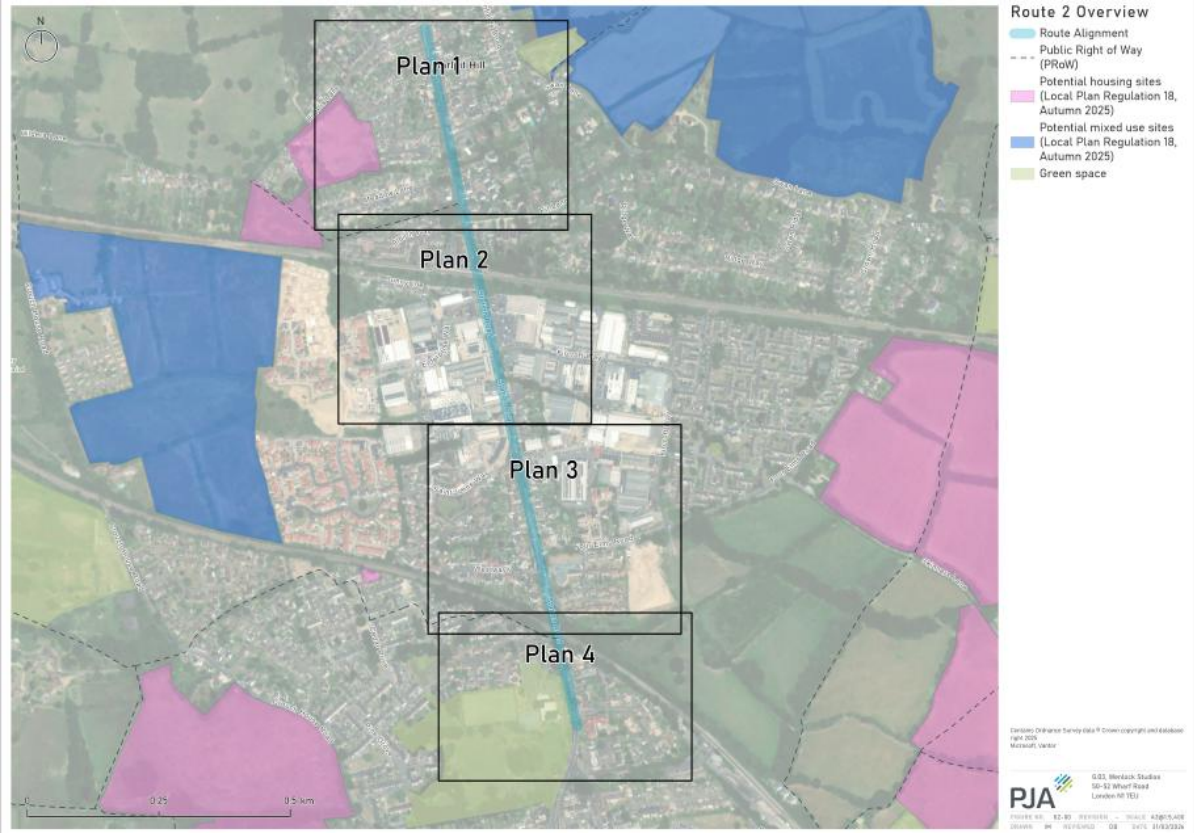


Image 4 – Station Road Cycle Corridor – Priority Improvement



1.21 Alongside these locational advantages, the Transport Delivery Note (**Appendix A**) includes a Sustainable Transport Strategy which provides commitment to a package of measures designed to encourage the uptake of active and sustainable travel modes. This includes:

- Infrastructure improvements to pedestrian, cycle and bus provision
- Improvement and enhancement of the PROW network
- Implementation of a Travel Plan including a Car Club, travel incentives and journey planning

Conclusions

1.22 In assessing the Site in accessibility terms, both the 2025 and 2026 SHEELA assessments conclude that **the Swan Lane site is a sustainable location for development**. Notwithstanding this, the Regulation 19 Plan omits the allocation of the Site (it was included at Regulation 18), in part because it concludes the other Edenbridge Sites have preferential accessibility.

1.23 In an objective and evidence-led assessment, there is no material differences in locational accessibility terms between the Swan Lane Site and many of the proposed allocation sites, that could allow a conclusion to be drawn that one is better than the other. Assessment using the DT Connectivity Tool as well as other locationally specific evidence, demonstrates that all are sustainable sites and the Swan Lane site is just as accessible as the proposed allocations.

1.24 Additionally, t**he Swan Lane Site offers sustainability benefits that the other sites can't and don't:**

i The Swan Lane Site is **deliverable in transport terms**, with a vision-led access and movement strategy underpinning the principles of development on the Site.

ii The Swan Lane site is located **adjacent to established and viable transport corridors**, including a regular and valuable **bus service** connecting to higher order centres, and an **active travel spine** through the centre of the settlement along Station Road which KCC and SDC intend to improve. Developing around existing and planned sustainable infrastructure is the core of a sustainable spatial strategy and would **help realise the material improvements in sustainable provision** which will improve wider connectivity in northern Edenbridge including at Swan Lane.

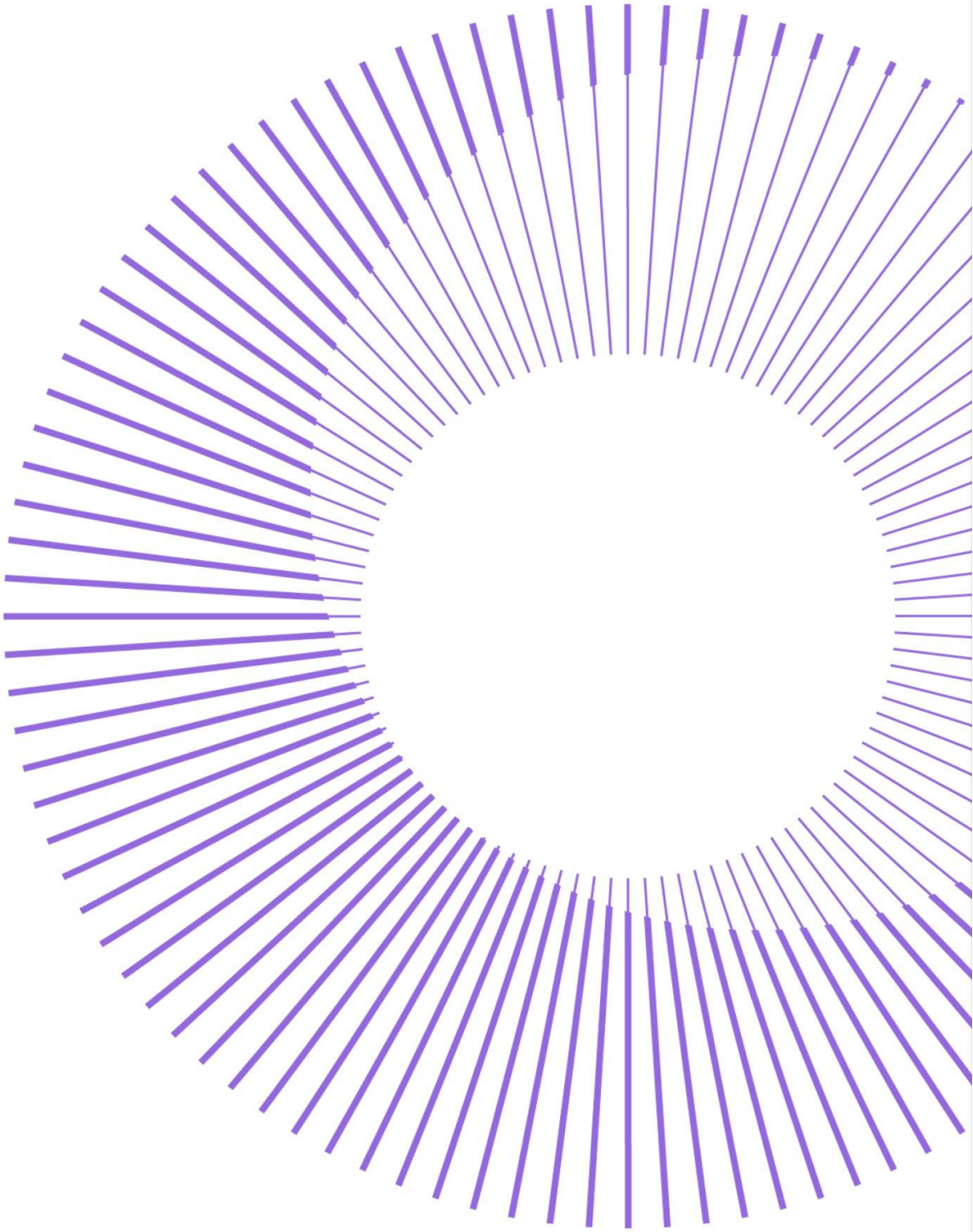
iii The Swan Lane site is proposed to deliver a **mixed-use community**, with sufficient critical mass to deliver more than simply housing, providing community facilities, local everyday services, and strategic open spaces. This has the potential to **reduce and capture travel demand internally**, leading to more sustainable lifestyles and travel patterns. It can also **improve local travel patterns** beyond the site providing residents with improved access to services, reducing the need to travel further afield. Few of the other allocations offer anything more than housing.

1.25 Overall, SDC were incorrect to omit the Swan Lane site in its Regulation 19 plan which would form an important part of the sustainable delivery of growth in Edenbridge.

1.26 The Swan Lane site is a logical, well located and sustainable site. It is as well-connected as the proposed allocations in Edenbridge, and offers important opportunities to deliver wider accessibility benefits that other sites can't, including

- Delivering mixed uses on site to establish sustainable living and reduce the need to travel.
- Reducing local travel by providing more facilities close to existing underserved population.
- Providing development adjacent to existing viable and important transport corridors
- Offering opportunities to deliver improvements to active travel routes on Station Road
- Bringing forward public transport enhancements.

Appendix A – Transport Delivery Note



Land North of Swan Lane, Edenbridge

Transport Delivery Note

Client: Barratt David Wilson Homes

i-Transport Ref: TW/AI/ITB210911-002c

Date: 05 May 2026

Land North of Swan Lane, Edenbridge

Transport Delivery Note

Client: Barratt David Wilson Homes

i-Transport Ref: TW/AI/ITB210911-002c

Date: 05 May 2026

i-Transport LLP
The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 898 366

www.i-transport.co.uk

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Quality Management

Report No.	Comments	Date	Author	Authorised
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ITB210421-002a	Final	17/04/2026	AI	TW
ITB210421-002b	Client Comments	21/04/2026	AI	TW
ITB210421-002c	Client Comments	05/05/2026	AI	TW

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SECTION 7	Summary and Conclusions	40

Figures

Figure 1	Local Services and Facilities Plan

Drawings

ITB210911-GA-005	Proposed Access Arrangements
ITB210911-GA-006	Proposed Access Arrangements (Western Parcel)

SECTION 1 Introduction

1.1.1 Barratt David Wilson Homes (BDW Homes) are promoting Land North of Swan Lane, Edenbridge, to deliver residential development for approximately 700 dwellings and additional community uses. The local planning authority is Sevenoaks District Council (SDC), and the highway authority is Kent County Council (KCC).

1.1.2 The site is located on the north side of Edenbridge, providing the opportunity to extend the town further to the north and deliver a sustainable extension to the town.

Image 1.1: Site Location

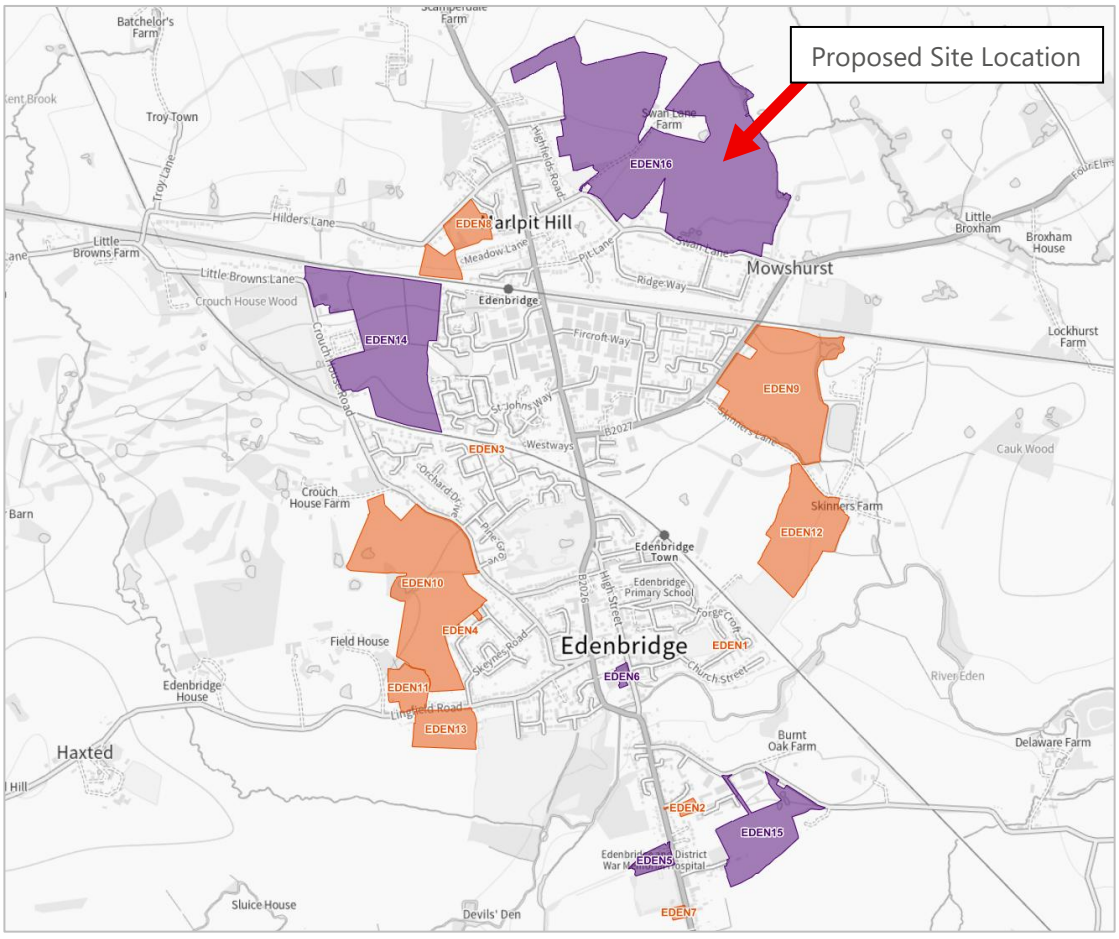


Source: BDW Homes

1.1.3 SDC is currently preparing their new Local Plan which outlines how the Council intends to meet development needs and protect the environment in Sevenoaks District up to 2042. The Plan focuses on the opportunities for new homes, employment spaces and infrastructure provision in and around existing settlements.

1.1.4 The Site has been identified in the 2042 Local Plan Reg 18 Consultation (December 2025) for around 600 dwellings and employment uses under emerging policy ST2 / EDEN16. There is no site-specific policy / brief published at this time to identify site-level expectations. The location of the site in the context of other proposed allocations is shown in **Image 1.2**.

Image 1.2: Site Location (Local Plan Proposed Allocations)



Source: Sevenoaks District Proposed Site Allocations

1.2 Scope and Structure of Note

1.2.1 The purpose this Transport Delivery Note (TDN) is to demonstrate how the Site can be successfully brought forward consistent with the emerging SDC Reg 18 Local Plan, setting out how the emerging allocation, or indeed a development of circa 700 homes and additional non-residential uses at the site, is deliverable in highways terms.

1.2.2 This TDN has been prepared to appraise the potential development site against the key transport tests identified in paragraph 115 of the National Planning Policy Framework (NPPF) as well as the emerging policy direction of the Local Plan.

1.2.3 In particular, the TDC considers:

- Can the opportunities for sustainable travel be appropriately taken up to deliver a well-connected scheme which offers travel choice.
- Can safe and acceptable access be provided for all people.
- Will there be a residual highways impact that will be unacceptable (in terms of initial highway capacity assessments and safety) and can any impacts be cost effectively mitigated through a vision-led approach.

1.2.4 A new NPPF is being drafted by the Government, with consultation recently concluded in 10 March 2026 ahead of its finalisation expected in the Summer. The suggested changes do not fundamentally impact the transport requirements of development.

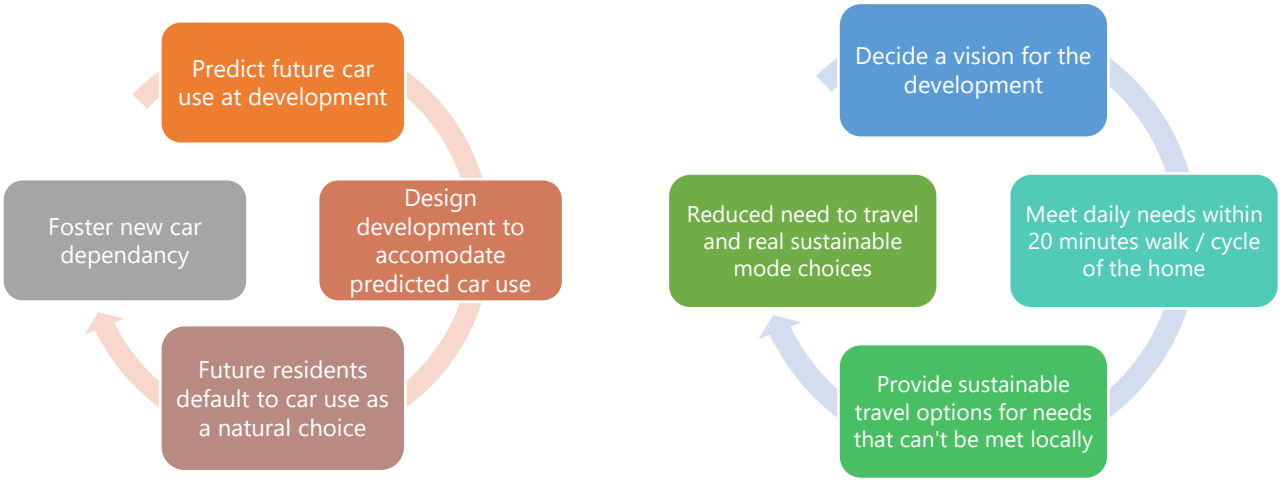
1.2.5 The remainder of this appraisal is structured as follows:

- **Section 2** identifies an initial transport vision statement for the development site in line with the requirements of the latest NPPF.
- **Section 3** reviews the existing transport conditions in the vicinity of the site.
- **Section 4** provides an initial accessibility appraisal and sets out a preliminary sustainable transport strategy.
- **Section 5** summarises the potential development which could be accommodated at the site and presents the proposed site access strategy.
- **Section 6** identifies the potential development traffic impact on the local highway network and provides a high-level assessment of the proposal in traffic impact terms.
- **Section 7** summarises the TDN.

SECTION 2 Transport Vision

2.1.1 Transport Assessment and policy has moved away from traditional 'predict and provide' based approaches and towards a 'vision-led' approach, which means deciding the future we want to achieve, putting the infrastructure and services in place to achieve that, and then testing of a range of realistic transport scenarios / outcomes. This change in approach is happening at both a national and local level and is summarised below:

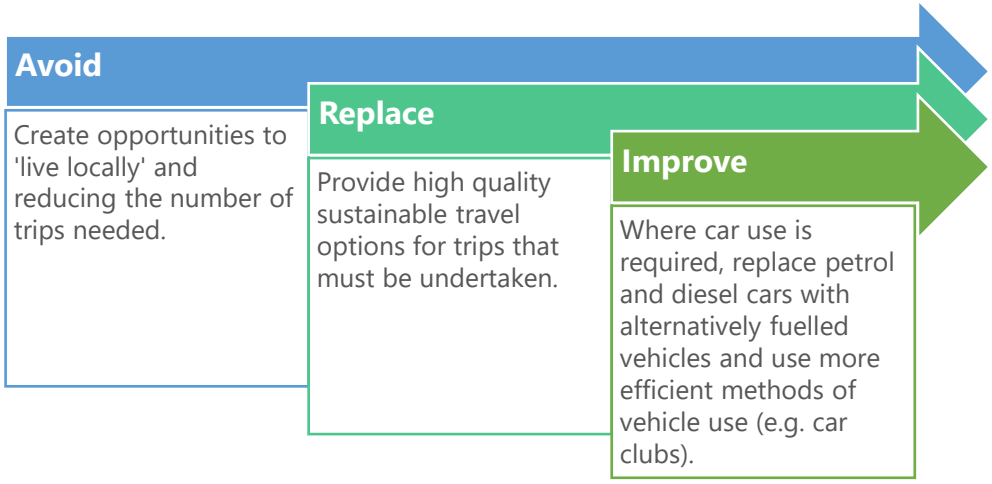
Predict and Provide approach **Vs.** **Vision and Validate approach**



2.1.2 The Vision-led approach places an increased importance on developing a transport vision founded on sustainable modes; rather than anticipating that car use associated with new development is inevitable and designing places to accommodate a car- based scenario.

2.2 Avoid, Replace and Improve

2.2.1 In forming the vision for Swan Lane, we have applied an 'Avoid, Replace, Improve' hierarchy.



2.2.2 This approach to Transport Planning places the greatest emphasis on removing the need for travel where possible (living locally), providing a variety of sustainable travel options for trips which still need to be taken (replacing car use), and then finally, where car use is required, placing emphasis on improving the carbon impact of this use through alternative models of car ownership, methods of fuelling and more efficient car use.

2.3 Vision Planning Approach and Aims

2.3.1 The Scheme will therefore follow a Vision-led approach by adopting a 'decide and provide' assessment framework which moves away from the typical 'capacity led' approach of the past. The location of the development means:

- All users of the Site will have genuine opportunities to walk or cycle to key local destinations within the wider area of Edenbridge including key education, leisure and retail facilities as well as the town centre.
- Key services and facilities within Edenbridge are located within an acceptable walking and cycling distance of future residents.
- Bus travel is a key opportunity for the scheme with an established bus network located to the south of the site, with the potential to enhance connections to, and provision of, these services.

2.3.2 A transport vision for the site has therefore been derived in the context of the above.

"To create a thoughtfully designed neighbourhood that responds positively to its edge-of town location and prioritises sustainable travel modes at its heart to reduce the need for car travel as far as practical, along with meeting the objectives of the emerging SDC Local Plan and KCC Local Transport Plan.

To achieve this, the development will deliver a 'first-choice' opportunity to walk, cycle and use public transport for everyday journeys into Edenbridge and the surrounding areas thereby offering residents the opportunity to 'live locally'. In addition, there is potential for the development to deliver an on-site local centre for use by both new and existing residents.

The development will take advantage of its proximity to the Edenbridge and Edenbridge Town Rail Stations, which collectively provide for public transport journeys to destinations including Redhill, Tonbridge, London and Uckfield. It will further seek to enhance opportunities for walking and cycling along the key travel corridor to the west into Edenbridge Town Centre and improve local bus services."

2.4 How will the Vision be achieved?

2.4.1 To achieve the Vision, the following core measures will be delivered through the scheme:

- Delivery of modern homes that can help reduce travel demand and reflect contemporary and future lifestyles, embedding high quality digital connectivity and home working facilities and spaces.
- Creating modern streets which prioritise active travel movements at the expense of the car, and which help to deliver a quality of place that people want to experience.
- Guage opportunities to alter the priority of travel along Swan Lane by redistributing vehicle trips through the site, thereby enhancing the movement of cyclists along Swan Lane.
- Promoting smarter choices for movement including low carbon alternatives, to require conscious choices to be made about how people move and live.
- Provision of on-site facilities, for example a local centre (details to evolve with the site layout), which will lead to a level of internalised trips and reduction of new movements on the local highway network.

- Enhancing connections to and the quality of the established bus network located to the south of the site and rail services nearby, reducing the reliance on single occupancy car travel.
- Provision of electric vehicle charging points for residents on-plot and for visitors.
- Mitigating residual highway capacity impacts to ensure safe and acceptable road conditions, but not at the detriment of delivering a shift to sustainable modes.

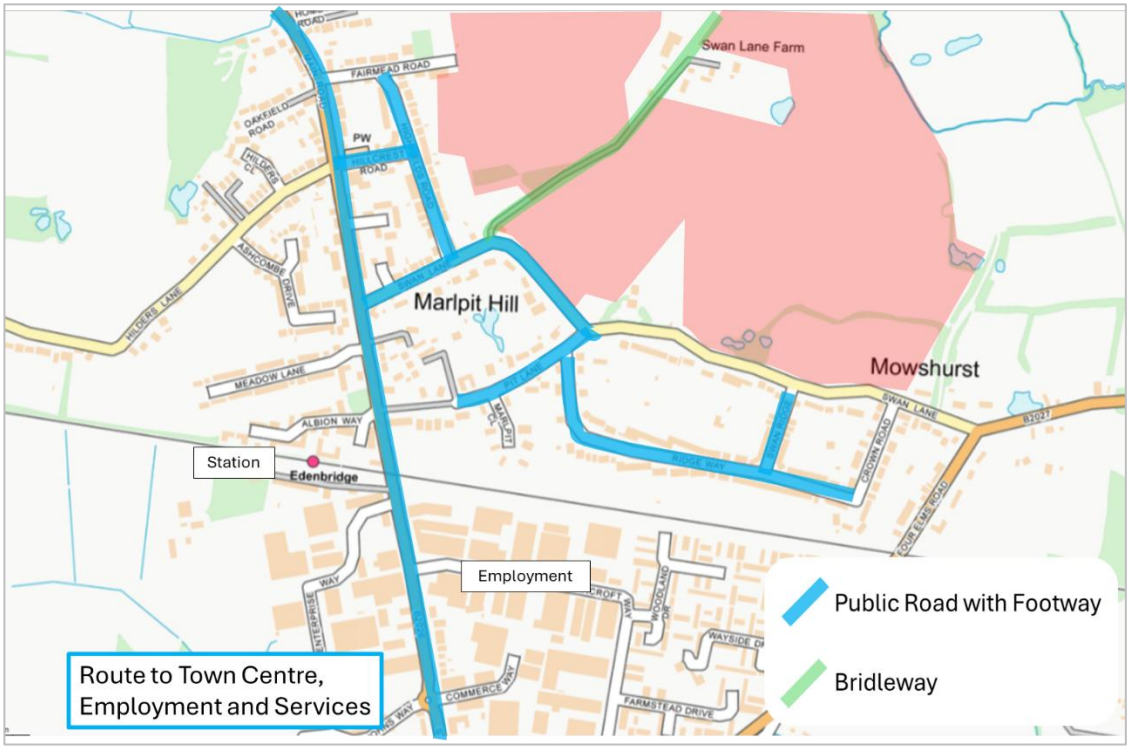
SECTION 3 Existing Transport Conditions

3.1.1 This section of the TDN considers the existing opportunities for sustainable travel in the vicinity of the Site and baseline network conditions, to provide a context to consider the Site.

3.2 Local Walking, Cycling and PROW Infrastructure

3.2.1 The following sections consider the walking and cycling environment connecting to the Site, with local walking connections summarised in **Image 3.1.**

Image 3.1: Local Walking Routes



Swan Lane

3.2.2 Swan Lane forms the frontage of the site to the south and is a residential street subject to a 30mph speed limit. Street lighting is provided along the north side of the carriageway fronting the site. between Pit Lane and the B2026 Main Road. Swan Lane provides access to Crown Road, Swan Ridge and Pit Lane.

3.2.3 Swan Lane forms the main east-west route between Four Elms Road and Main Road and marks the edge of the built-up area of Edenbridge to the north.

Swan Ridge

3.2.4 Swan Ridge is a public, residential street that connects to Swan Lane approximately halfway between Four Elms Road and Pit Lane. Footways are provided on both sides of the carriageway at the Swan Ridge/Swan Lane junction with the footways continuing along both sides of Swan Ridge. Street lighting is provided along the extent of Swan Ridge. At its southern extent, Swan Ridge connects to Ridge Way with both footways tying into the existing provision, both separated from the carriageway by a grass verge.

Ridge Way

3.2.5 Ridge Way runs broadly parallel to Swan Lane albeit separated by residential development. Ridge Way is a quiet residential street serving properties on both side of the carriageway with direct driveway access. At its eastern extent, Ridge Way connects to Crown Road (described above) and Pit Lane at the western extent (described below). Footways are provided on both sides of Ridge Way for the entirety of the route, with street lighting provided at regular intervals. At the western extent, the footways on Ridge Way tie into the footways provided on the south/east side of Pit Lane.

Pit Lane

3.2.6 Pit Lane connects to Ridge Way and provides onward connections to Swan Lane to the northeast and Main Road to the southwest. To the east of Ridge Way, the existing footway on Pit Lane runs towards Swan Lane but terminates prior to the junction. To the west of Ridge Way, a single footway is provided on the south side of the carriageway up to The Gables.

B3206 Main Road

3.2.7 Main Road is located to the west of the Site and provides the main north/south route (in combination with Station Road and High Street) through Edenbridge. Main Road is accessible from Swan Lane. For the majority of the route, footways are provided on both sides of the carriageway, with short stretches of single footway operation beneath both of the railway lines.

3.2.8 A puffin crossing is available on Main Road just north of Albion Way which facilitates pedestrian access to Edenbridge Rail Station from the east side of Main Road.

B3026 Station Road

3.2.9 A shared footway/cycleway is introduced on the west side of Station Road just north of the Station Road/Commerce Way/St Johns Road roundabout.

3.2.10 A zebra crossing is available on Station Road just north of Four Elms Road, with a second introduced further south to the south of Westways. At this point, a single footway is provided on the west side of Station Road for a short stretch until the southern side of the railway bridge at which point the eastern footway is reintroduced.

3.2.11 Continuing south towards Edenbridge town centre, a zebra crossing is provided on Station Road just north of Penlee Close, facilitating pedestrian movements to Edenbridge Leisure Centre. A puffin crossing is provided on Station Road along the frontage of Stangrove Park. At this location, Station Road continues southeast into Edenbridge town centre (becoming High Street) and the B2026 branches off to provide access to the residential area of southwest Edenbridge.

B3026 High Street

3.2.12 High Street routes through Edenbridge town centre which exhibits wide footways on both sides of the carriageway, supported by a mandatory 20mph speed limit. Two zebra crossings are provided within the town centre, the northernmost crossing located outside St Lawrence's RC Church and the southernmost crossing located outside Tiny Oaks Day Nursery.

Walking Facilities Summary

3.2.13 Access between the Site and local facilities is achievable via the western end of Swan Lane and the B2026. There is therefore an established, direct and continuous pedestrian route between the site and the town centre that can be improved and promoted as part of the site.

Cycling Facilities

3.2.14 The majority of routes throughout Edenbridge are subject to either 20mph or 30mph speed limits which contributes to an environment conducive to cycle travel within the carriageway without the need for dedicated facilities. As the proposal progresses and traffic flow data becomes available, guidance set out in LTN 1/20 (particularly Figure 4.1) will be reviewed to determine the appropriateness of cycle travel within Edenbridge and identify any improvements that could be made to enhance cycle opportunities.

Local Cycling Walking Infrastructure Plan (LCWIP)

3.2.15 Sevenoaks District Council has commissioned Waterman to provide a comprehensive Local Walking and Cycling Infrastructure Plan (LCWIP) for Edenbridge. This covers the Edenbridge built up area and connected countryside. The development of the LCWIP includes a review of existing conditions, consultation with stakeholders and recommendations which will be used for future funding bids. The Council are currently seeking comments from the public to inform the LCWIP which is not currently available online and no route improvements are identified at this time.

3.2.16 Once the LCWIP becomes available, the site opportunities will be reviewed in the context of the findings of the LCWIP to see whether any of the improvements can be contributed towards.

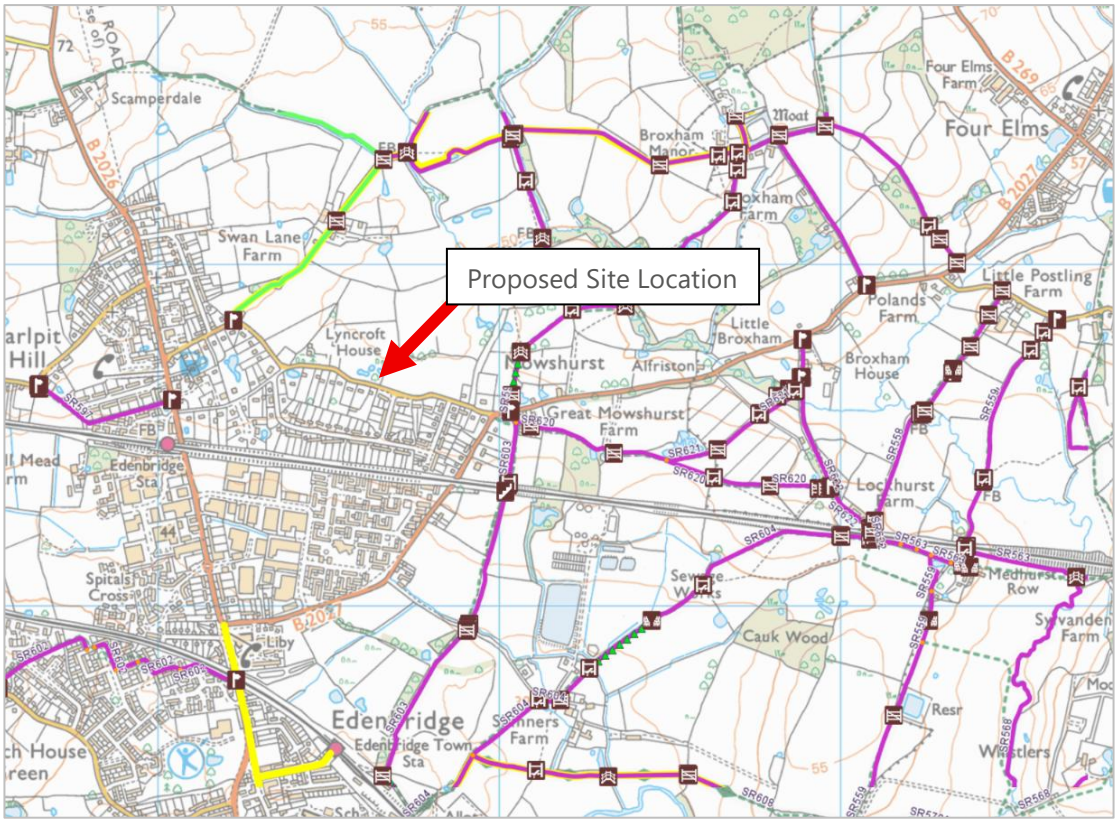
Public Rights of Way (PRoW)

3.2.17 A network of PRoW is available within the site itself, the countryside to the north and throughout Edenbridge. Bridleway SR393A bisects the eastern and western sides of the site, connecting with Swan Lane in the vicinity of the Swan Lane allotments. There is potential to upgrade this Bridleway as part of the development to strengthen the pedestrian/cycle connectivity in the site.

3.2.18 Public Footpath SR603 is accessible to the east of the site and provides an alternate off-road route towards the town centre via Forge Croft just south of Edenbridge Town Rail Station. This route includes a gated access and bridge over the Southern rail line and is an unmade footpath. Similarly, there is potential to upgrade this route to enhance the attractiveness of the route to towards the town centre and rail station.

3.2.19 The extent of the PROW network in the context of the site is shown in **Image 3.2**.

Image 3.2: PRoW Network



Source: KCC PRoW Map

3.3 Public Transport

3.3.1 For travel within Edenbridge, bus based public transport presents an important opportunity on the doorstep of the Site.

Bus Access and Facilities

3.3.2 The nearest bus stops are located along the site frontage onto Swan Lane at:

- Swan Lane just east of Crown Road
- Swan Lane just west of Swan Ridge
- Swan Lane outside the access to The Coach House

3.3.3 There are opportunities to upgrade the bus stops on the east and west sides of Swan Lane to reflect those along Swan Lane near Swan Ridge which are a higher standard, with hardstanding waiting areas and flagpole information for eastbound services, and to divert services to the site utilising the new spine road connection, with these options to be explored with KCC and bus operators as the scheme progresses.

3.3.4 A summary of the local bus services from Swan Lane (near Swan Ridge) is provided in **Table 3.1**.

Table 3.1: Summary of Bus Services – Swan Lane

Number	Route	Frequency		
		Mon-Fri	Saturday	Sunday
231	Tunbridge Wells, Royal Vic Place - Edenbridge High St, Post Office	Service every 2 hours First service at 06:59 Last service at 14:50	Service every 2 hours First service at 08:13 Last service at 15:54	-
233	Tunbridge Wells, War Memorial - Edenbridge High St, Post Office	Service every 2-3 hours First service at 07:27 Last service at 17:11	Service every 2-3 hours First service at 09:19 Last service at 16:53	-
HC1 (college bus)	Sundridge - Westerham - Edenbridge - Hugh Christie Technology College	One service per day at 07:34	-	-
S41 (college bus)	Trinity School - Edenbridge	One service per day at 07:33	-	-

Source: Go Bus (last accessed January 2026)

3.3.5 Overall, there is a combined hourly frequency service to Edenbridge centre as well as to Tunbridge Wells. Whilst the above services do offer realistic travel opportunities, both locally and further afield to locations such as Oxted and Royal Tunbridge Wells, the addition of 700 potential homes offers the opportunities to bring forward upgrades/improvements to local bus services and/or infrastructure. This is something that can be delivered as part of the development proposal to maximise the uptake of bus travel and enhance opportunities for both new and existing residents.

3.3.6 Additional bus services are available from the B3206 Main Road just south of Swan Lane as summarised in **Table 3.2**. These stops are around 800m from the centre of the site and serve the same services as the Swan Lane stop in addition to the 236 service to Lingfield and Oxted.

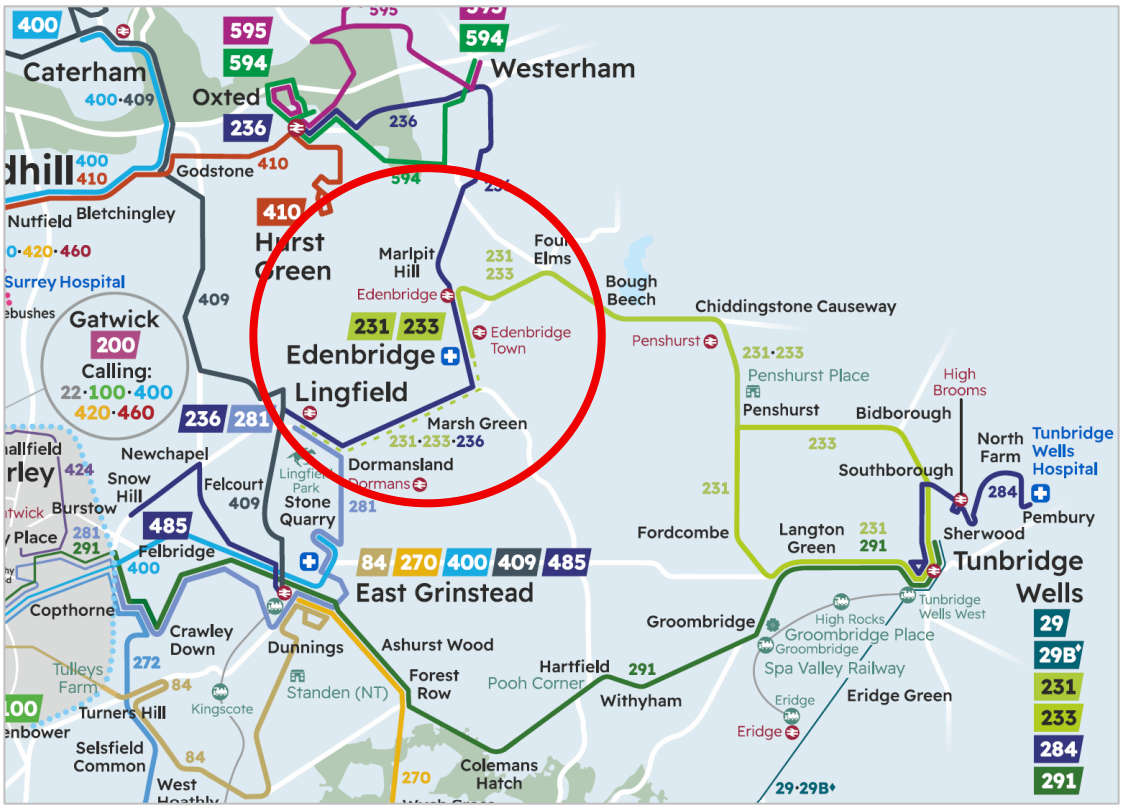
Table 3.2: Summary of Additional Bus Services – Main Road

Number	Route	Frequency		
		Mon-Fri	Saturday	Sunday
236	Lingfield, War Memorial - Oxted, Station Road East	Service every 2 hours First service at 09:26 Last service at 17:41	-	-

Source: Go Bus (last accessed January 2026)

3.3.7 **Image 3.3** sets out the existing bus route network in and around Edenbridge.

Image 3.3: Bus Services in Edenbridge and wider Kent Area



3.3.8 Developer contributions could therefore be provided to deliver upgrades to bus service frequency and provision to the site. This will maximise the opportunities for public transport travel particularly into the town centre and to high order destinations such as Oxted and Royal Tunbridge Wells.

Railway Station Access

3.3.9 The nearest railway station is Edenbridge Station, around 600m to the west of the proposed western access via Swan Lane and Main Road which is a comfortable walkable distance (circa 7-minutes). The station provides 6 car parking spaces, pick up/drop off point and amazon parcel collection lockers.

3.3.10 Edenbridge Rail Station is also accessible within a circa 3-minute bus journey using the 231 service from Swan Lane. A summary of the rail services is shown in **Table 3.3**.

Table 3.3: Summary of Rail Services – Edenbridge Station

Destination	Journey Duration (Mins)	Peak Frequency	Off-Peak Frequency
Redhill	17 mins	2 services per hour	1 service per hour
Tonbridge	15 mins	2 services per hour	1 service per hour

Source: National Rail

3.3.11 Additional rail services are available from Edenbridge Town Rail Station located a circa 1.8km (21-minute) walk or 14-minute bus journey from Swan Lane using the number 233 bus service. The station offers 89 car parking spaces with 2 accessible spaces and 10 bicycle parking spaces. A summary of the rail services from Edenbridge Town Rail Station is provided in **Table 3.4**.

Table 3.4: Summary of Rail Services – Edenbridge Town Station

Destination	Journey Duration (Mins)	Peak Frequency	Off-Peak Frequency
London	45 mins	1 service per hour	1 service per hour
Uckfield	37 mins	1 service per hour	1 service per hour

Source: National Rail

3.3.12 There are opportunities for both walking/cycling and public transport trips to be made from the site to the two rail stations within Edenbridge. The rail stations offer a range of services to high order destinations, however public transport and cycle enhancements could be delivered to ensure connectivity between the site and the rail stations are optimised. This includes access improvements and cycle parking enhancements.

SECTION 4 Accessibility Appraisal

4.1.1 This section considers the accessibility of the Site against key criteria and benchmarks, including ATE and the DfT's connectivity tool, and sets out measures that could be implemented to enhance accessibility and improve the sustainability credentials of the site.

4.2 Walking and Cycling Distances

4.2.1 Manual for Streets and the National Design Guide both identify the concept of '*walkable neighbourhoods*' where people can access a range of key services / facilities within a *'comfortable'* 10-minute / 800m walk.

> ***"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas" and "this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."***

4.2.2 However, this is not an upper limit on walking distance and evidence demonstrates that people are prepared to regularly walk around a mile to key services and facilities.

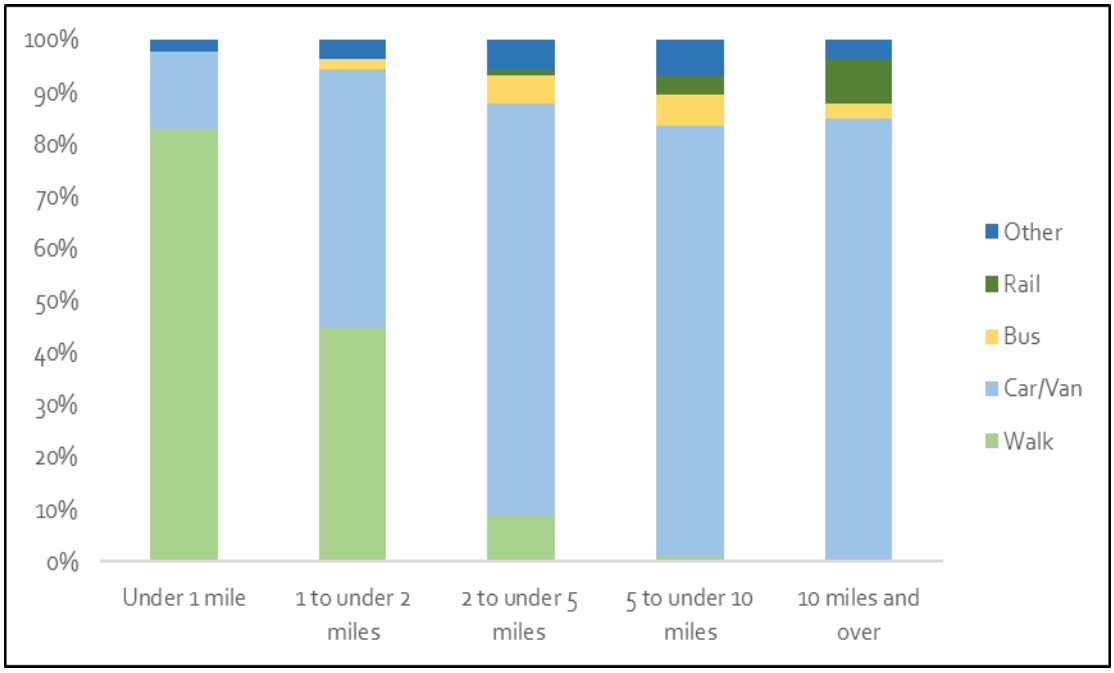
4.2.3 The CIHT guidance '*Planning for Walking'* suggests that most people will walk if their destination is less than a mile away (1.6km):

> ***"approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years… …If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***

4.2.4 This is corroborated by the National Travel Survey (NTS) which identifies (year on year) that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot. Providing new homes within one mile (1.6km) of facilities and services will therefore provide the greatest opportunity for a significant proportion of trips to be made by walking.

4.2.5 The NTS data (**Image 4.1**) also identifies that a significant proportion (around 31%) of journeys between one and two miles are undertaken on foot (i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km)).

Image 4.1: Mode Share of Trips by Main Mode for Different Trip Lengths



4.2.6 A walking distance of 1.6km is applied as a metric for assessing accessibility to local services.

Cycling Distances

4.2.7 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5 miles (8km) being an upper distance for many people.

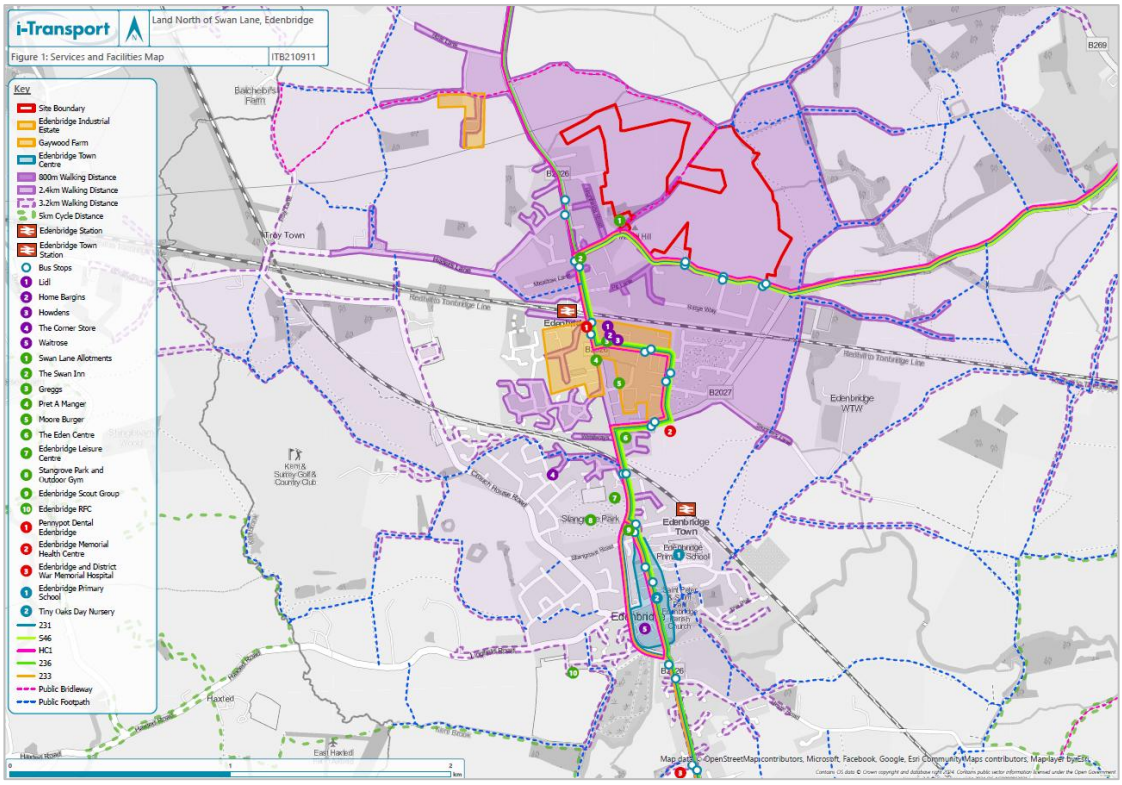
4.2.8 NTS 0303 identifies that average cycle trips are 3.3 miles/5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.

4.2.9 Paragraph 2.2.2 of the Department for Transport's (DfT) Local Transport Note (LTN) 01/20 '*Cycle Infrastructure Design*' (July 2020) also addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable cycling distance for most people.

4.3 Access to Local Facilities and Services

4.3.1 An extract of the local facilities and services available to the Site, such as education, employment, leisure, retail and healthcare locations within a distance catchment of 800m, 1.6km and 3.2km are shown in **Image 4.2 (Figure 1)** and considered further in **Table 4.1.**

Image 4.2: Local Facilities and Services Plan



Source: Consultant's Plan

4.3.2 The Site itself has the potential to deliver important and valuable local facilities and services which are considered further in Section 4.6. This will serve to provide for a good level of local movement within the site, reducing the need to travel outside of the local area and making sustainable travel the first choice for many trips.

Table 4.1: Local Services and Facilities with Walking and Cycling Distances

Purpose	Destination	Distance from the centre of the site to via Swan Lane (m)	Walk JT (mins)	Cycle JT (mins)
Education	Ednbridge Primary School	2,100	25	8
	Tiny Oaks Day Nursery	2,300	27	9
Employment	Edenbridge Industrial Estate	1,150	14	4
	Gaywood Farm	2,000	24	8
Health	Pennypot Dental Edenbridge	1,000	19	6
	Edenbridge Memorial Health Centre	1,600	19	6
	Edenbridge War Memorial Hospital	3,100	37	12
Leisure	The Swan Inn	650	8	2
	Swan Lane Allotments	460	5	2
	Pret A Manger	1,100	13	4
	Greggs	1,150	14	4

	The Eden Centre	1,400	17	5
	Moore Burger	1,500	18	6
	Edenbridge Leisure Centre	1,900	23	7
	Stangrove Park and Outdoor Gym	1,900	23	7
	Edenbridge Scout Group	2,000	24	8
	Edenbridge Town Centre	2,200	26	8
	Edenbridge RFC	2,700	32	10
Retail	Lidl	1,000	12	4
	Home Bargins	1,050	13	4
	Howdens	1,150	14	4
	The Corner Shop	2,200	26	8
	Waitrose	2,600	31	10
Transport	Edenbridge Station	1,000	12	4
	Edenbridge Town Station	2,200	26	8

Source: Consultants Estimates. Assumed walking speed of 1.44m/s and assumed cycling time of 4.44m/s. Distances taken from the centre of the site.

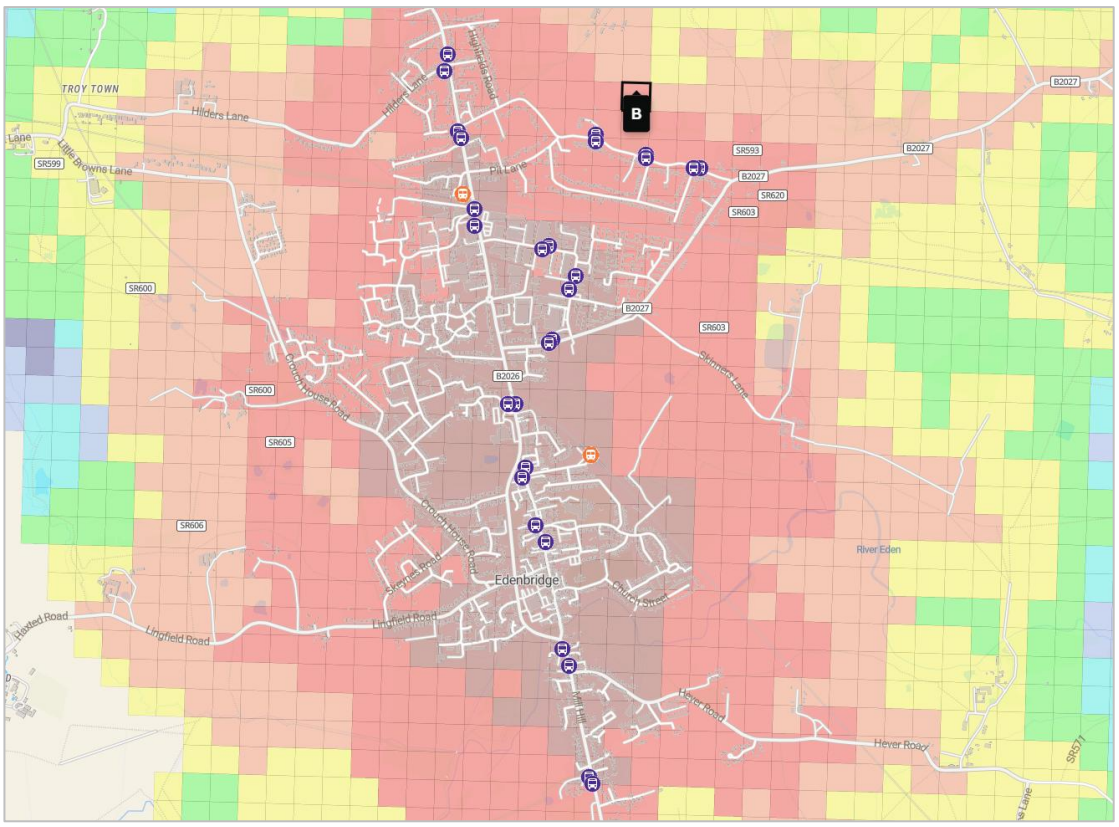
4.3.3 As shown, future residents will have the opportunity to travel to a range of everyday services and facilities via walking and cycling. The proposed allocation also has the benefit of being located close to a wider range of additional travel options (bus and rail) to access services and facilities further afield in high order destinations.

4.4 Connectivity Tool Assessment

4.4.1 The draft NPPF introduces the DfT's Connectivity Tool which provides a comparison of relative connectivity, comparing access to facilities and services (by sustainable modes) across the country. It shows how well places are connected to everyday destinations by walking, cycling and public transport based on existing transport provision.

4.4.2 At the Local Authority level, across all sustainable modes and facilities, the Site is considered to be well connected, with a grade of 'B' which is the second highest grade achievable. **Image 4.3** provides an extract of the connectivity tool for the Site.

Image 4.3 – Accessibility Tool Assessment (LA Level)



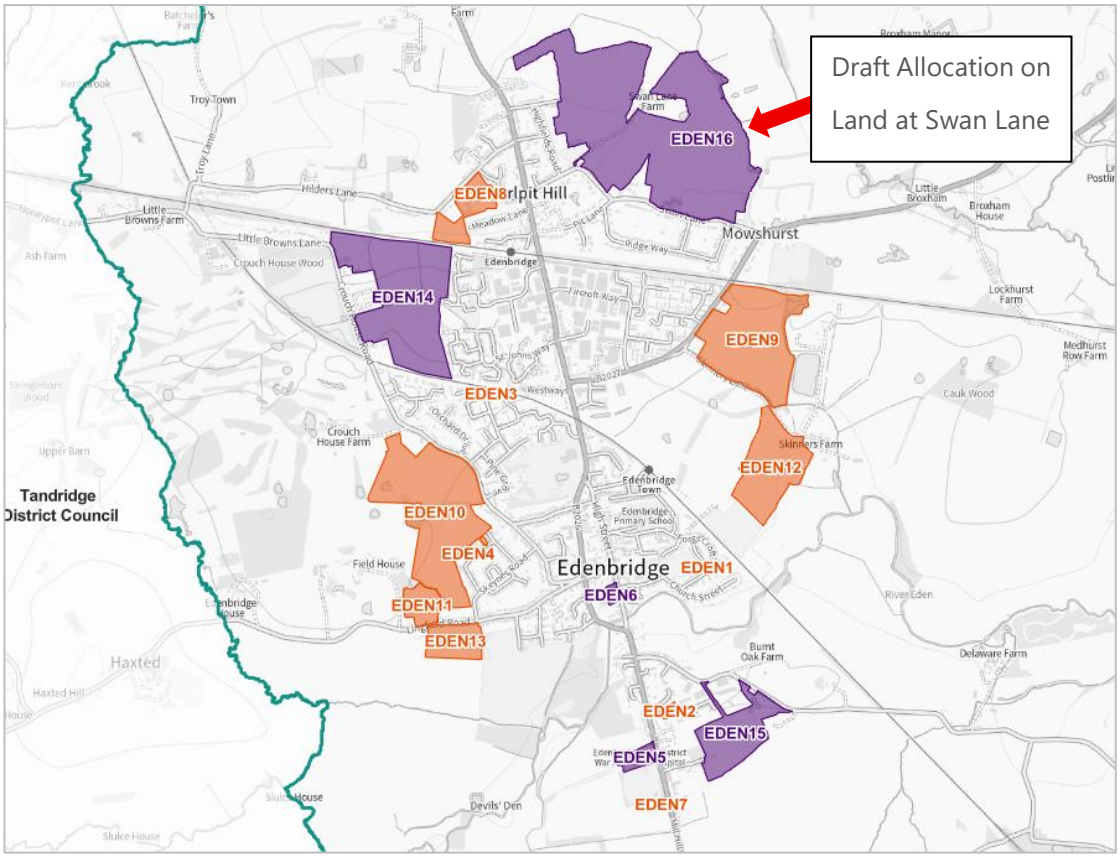
Source: DfT Connectivity Tool

4.4.3 The connectivity tool can be used to:

- Provide an earlier indication to what kind of development is appropriate where.
- Speed up processes like local plan site assessment.
- Provide a common evidence base.
- Demonstrate benefits of one proposed allocation site over another.

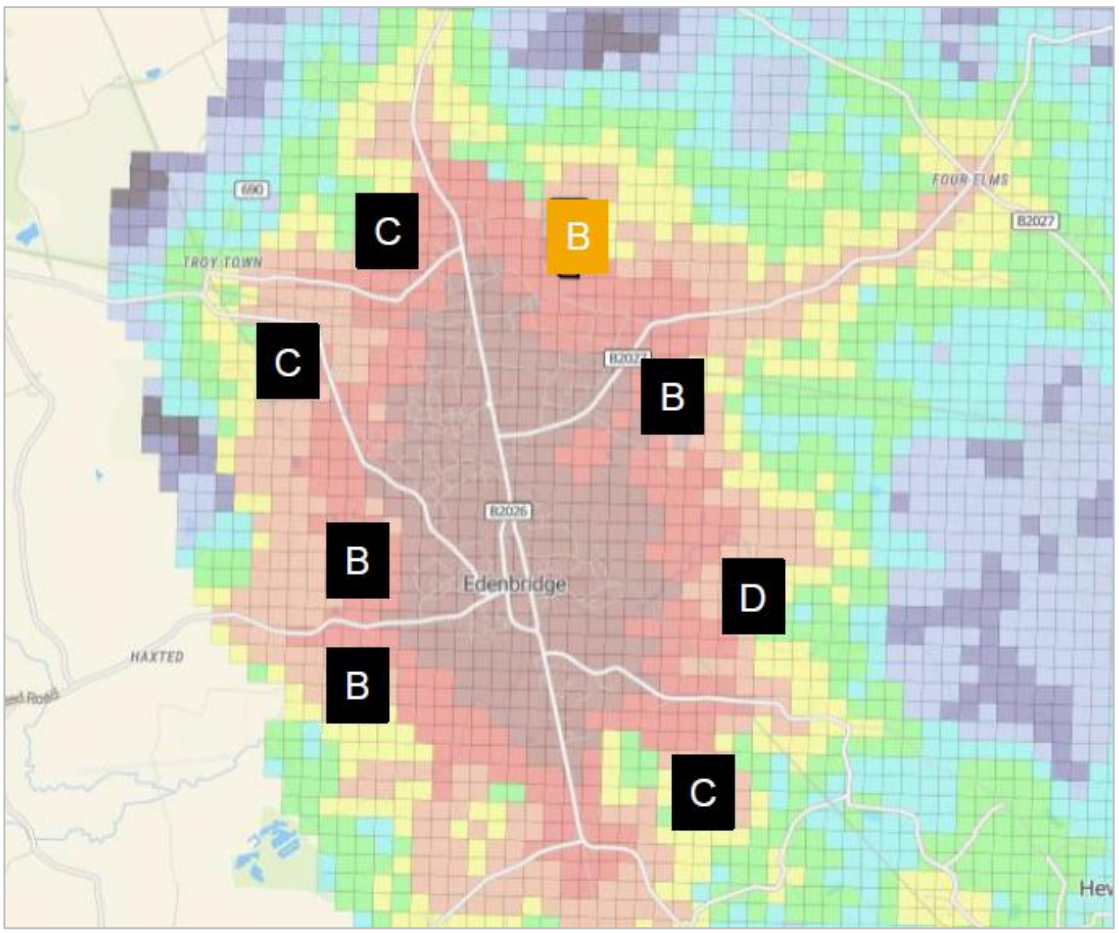
4.4.4 In this context, the connectivity tool has been used to compare the draft allocation at Land North of Edenbridge with the other draft allocation sites in Edenbridge. The location of the other draft allocation sites is shown on **Image 4.4**.

Image 4.4: Edenbridge Draft Allocation Sites



4.4.5 **Image 4.5** presents the 'grade' of each of the draft allocation sites within Edenbridge.

Image 4.5: Draft Allocation Sites – Connectivity Tool Grade



4.4.6 The Swan Lane draft allocation achieves the highest level of connectivity when considered against the other draft allocations in Edenbridge.

4.5 Sustainable Transport Strategy

4.5.1 The Site is located within a reasonable walking distance of facilities in north Edenbridge and cycle distance to Edenbridge town centre. Local bus services can also be taken from Swan Lane to the town centre including the 231 and 233 services (9–11-minute journey time), providing a combined hourly service with potential for this to be enhanced.

4.5.2 Overall, there are a reasonable number of realistic and viable transport choices available to future residents of the site.

4.5.3 To further enhance the benefits of the site, there is potential for the site to:

- Deliver/contribute to relevant LCWIP aspirations once known to improve walking and cycling connections between the site and the town centre. A feasibility appraisal of potential cycling enhancements would inform what may be feasible / achievable.

- Deliver service level improvements to the existing bus connections to Edenbridge town centre and destinations further afield including Oxted and Royal Tunbridge Wells by improving service frequency and supporting infrastructure.

4.5.4 To ensure the opportunities are taken up, a preliminary sustainable transport strategy is provided in **Table 4.2** noting the principles of a comprehensive package of measures that could be delivered to encourage sustainable access.

Table 4.2: Preliminary Sustainable Transport Strategy

Objective	Measure
Off-site infrastructure improvements	Pedestrian crossings provided at vehicle site accesses on Swan Lane with separate dedicated ped/cycle accesses elsewhere e.g. pedestrian/cycle access onto Fairmead Road Bridleway SR393A)
	Investigate potential to upgrade bus stops on Swan Lane and opportunities to improve existing services into Edenbridge town centre and further afield e.g. Oxted and Royal Tunbridge Wells
	Provision of footways, dropped kerbs and tactile paving at minor junction locations along Swan Lane to facilitate pedestrian access/connectivity to/from the site
	Investigate feasibility of delivering on/contributing to the LCWIP improvements within Edenbridge focussing on Swan Lane and B3206
Overall cross-objective	Prepare a Travel Plan for the site
	Appoint a dedicated site Travel Plan Coordinator
	Integrate mixed uses on the Land if commercially feasible
	Personalised Journey Planning
Promotion of walking and cycling	Walking and cycling maps and health information
	Cycle storage facilities and rented bike facilities
	Delivery of MfS / LTN 1/20 compliant layout – interconnecting streets, shared streets and home zones
	Cycle parking enhancements at Edenbridge Station
Promotion of Public Transport	Promotion of digital travel applications
	Enhancements to bus services e.g. 231 and 233 to enhance frequency
	Provision of additional bus stops along the proposed spine road
	Promotion of bus and train routes
	Bus Stop enhancements/service improvements
	Promotion of bus/rail passes and travel discounts
Managing Car Demand	Promotion of car sharing schemes
	Delivery of a Car Club
	Installation of electric vehicle charging facilities

4.6 On-Site Facilities

4.6.1 The draft allocation is for the provision of 600 dwellings and employment uses under emerging policy ST2 / EDEN16 however there is no site-specific policy / brief published at this time to identify site-level expectations. Discussions with the Council will be held to develop the scheme.

4.6.2 In addition to the proposed 700 homes, there is a parcel of land situated on the south side of the site close to the site frontage that is proposed to fulfil the non-residential element of the draft allocation. The location of this land parcel has been strategically positioned to maximise the potential for both new and existing residents to access the facilities comfortably and sustainably. Details of the exact facilities to be provided will be discussed with the LPA to best suit the needs of both new and existing local residents.

4.6.3 Additionally, the scheme offers the potential to deliver areas of green and open spaces, suitable for local leisure and recreation for the benefit of the residents of the scheme and the local area. There is also the potential to deliver a local centre on-site, details of which can be agreed as the site layout evolves.

4.7 Local Improvements

4.7.1 An outline planning application was submitted by Cooper Estates in October 2020 (*planning reference: 20/02988/OUT*) for the following:

> ***"erection of 340 dwellings, including affordable housing, land for a 4FE secondary school including playing fields, land for a new twin hall venue for Edenbridge Scout Group, creation of a new car park for Edenbridge Town Station and associated infrastructure improvements, allotments, associated access from Four Elms Road, emergency access, open space, attenuation areas and landscaping and some matters reserved save for means of access."***

4.7.2 The application was subsequently approved in January 2024, subject to conditions. As part of the application, a Transport Assessment was submitted which set out a number of proposed improvements to the local highway network, including:

- ***"New and improved connection to Edenbridge Town Railway Station, with this including a new car park and pedestrian access to the eastern side of the station;***
- ***Provision of a secondary school;***
- ***Travel Plan: A Travel Plan is to be provided at the site that will provide a number of associated measures ad incentives to encourage residents to travel sustainably;***
- ***Improved connection for residents of the existing six dwellings at the Town Station Cottages;***

- ***Improved pedestrian and cycle connection to Edenbridge town centre, with this to the benefit of both existing residents of Edenbridge (i.e. Spitals Cross Estate to the north of Four Elms Road) and future residents of the proposed development."***

4.7.3 Within the improvement package, it is also proposed to divert the 231 and 233 bus services into the site to allow bus travel from the surrounding areas to the proposed secondary school.

4.7.4 Whilst the draft allocation to the north of Swan Lane is not reliant on these proposals, the package of improvements would benefit future residents of the site, particularly with regards to the provision of a new secondary school and public transport connections.

4.8 Conclusions on Accessibility

4.8.1 The site is located such that future residents will have the opportunity to access a range of everyday services and facilities within Edenbridge and surrounding areas via walking, cycling and public transport. There is an opportunity to enhance the key travel corridor to the west of the site, comprising Swan Lane, Main Road and Station Road which provides a route into the town centre.

4.8.2 As demonstrated, the draft allocation is already shown to be one of the most sustainably located sites in Edenbridge according to the DfT's Connectivity Tool.

4.8.3 Whilst there are existing bus services along Swan Lane, there is a realistic opportunity to deliver key improvements to both the service frequency and associated infrastructure to accommodate the additional trips forecast for a development of this scale.

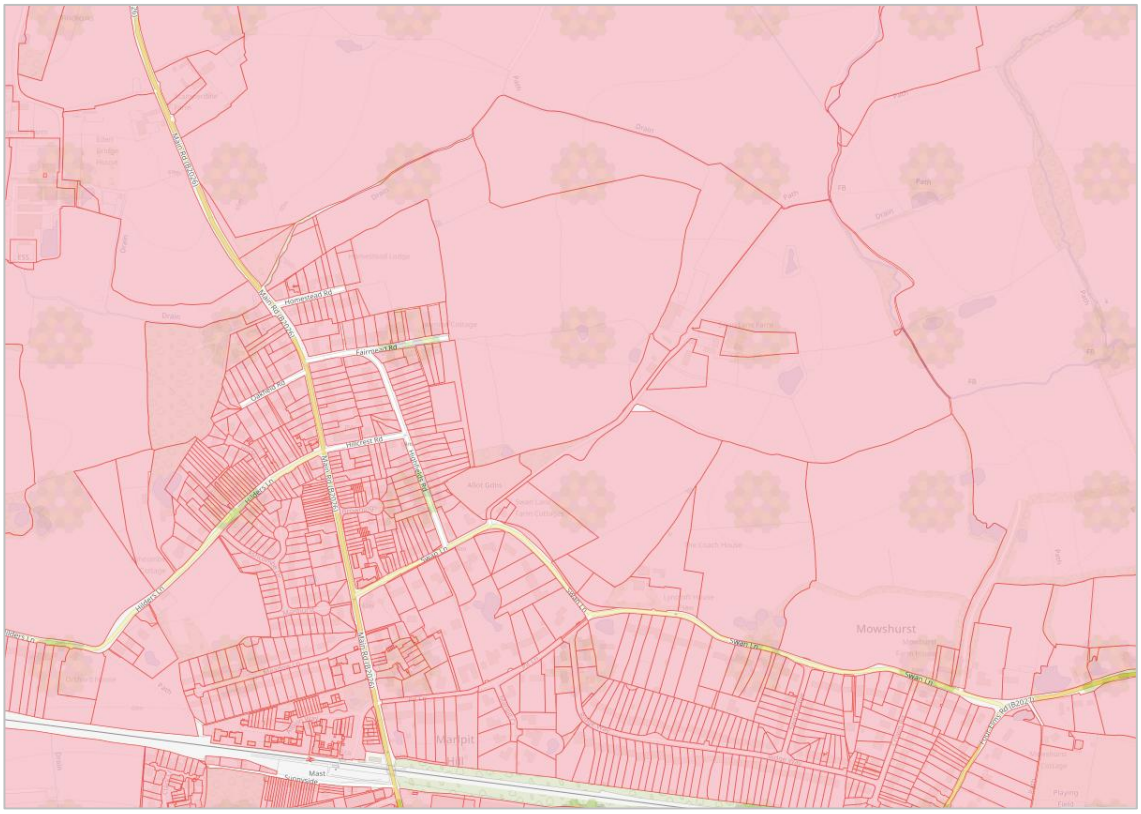
4.8.4 The principles of the Sustainable Transport Strategy will be scoped out and explored with KCC further as the site is taken forward.

SECTION 5 Site Access Strategy

5.1.1 The Site benefits from frontage onto Swan Lane which is a C-classified public highway. Highway Boundary information has been obtained which has been used to verify the access Strategy.

5.1.2 An extract of the Land Registry map search of registered titles is provided at **Image 5.1** which demonstrates that Swan Lane is unregistered and that there are numerous registered titles that form the Site. These have been checked against highway boundary information to confirm the contiguity between the Site and Swan Lane.

Image 5.1: Registered Titles around the Site



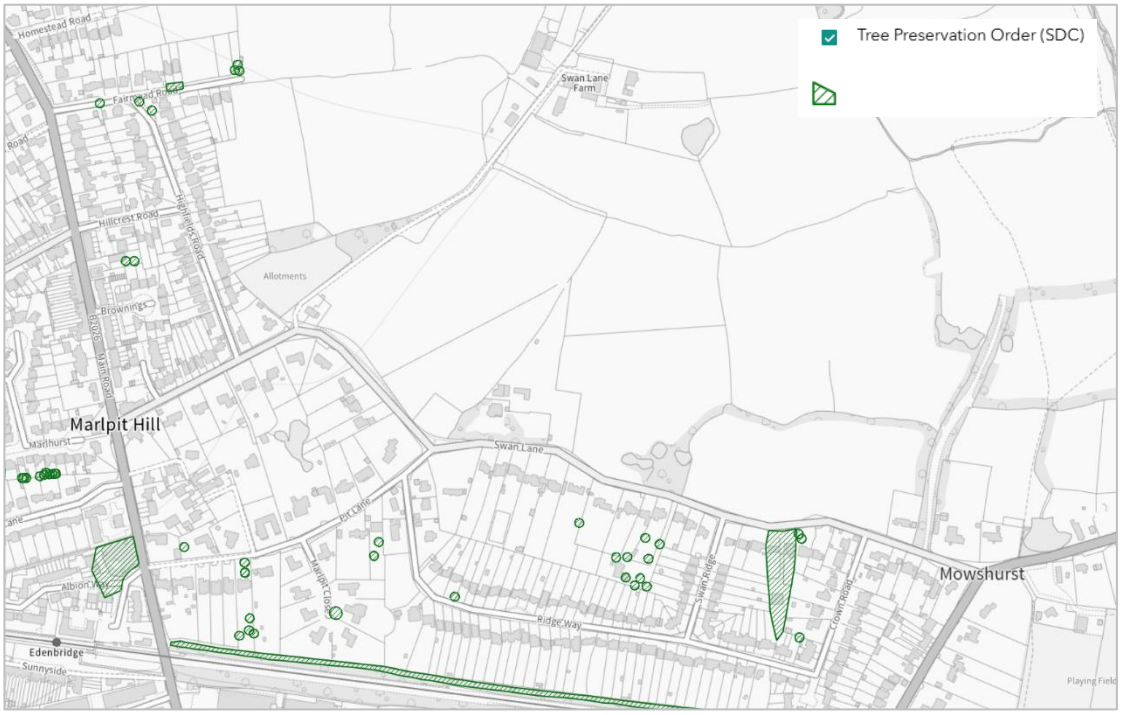
5.1.3 Two vehicle accesses have been proposed to serve the development, both of which are taken from Swan Lane. These are set out in more detail later in this section following a review of the access constraints and design considerations.

5.2 Constraints

Tree Preservation Order (TPO)

5.2.1 Some of the existing trees in the northwest corner of the site near Fairmead Road are subject to TPOs however there are currently no TPOs on trees located on the north side of Swan Lane and will therefore not impact on the delivery of the proposed accesses. The location of existing TPOs is shown on **Image 5.2**.

Image 5.2: Tree Preservation Orders

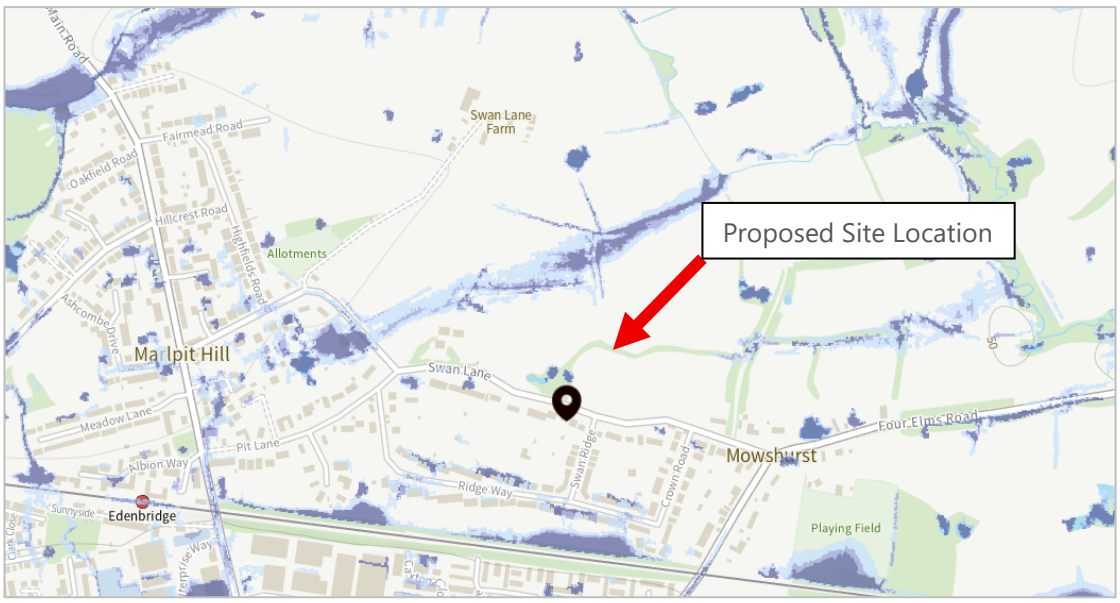


Source: Sevenoaks District Planning Map

Flood Risk

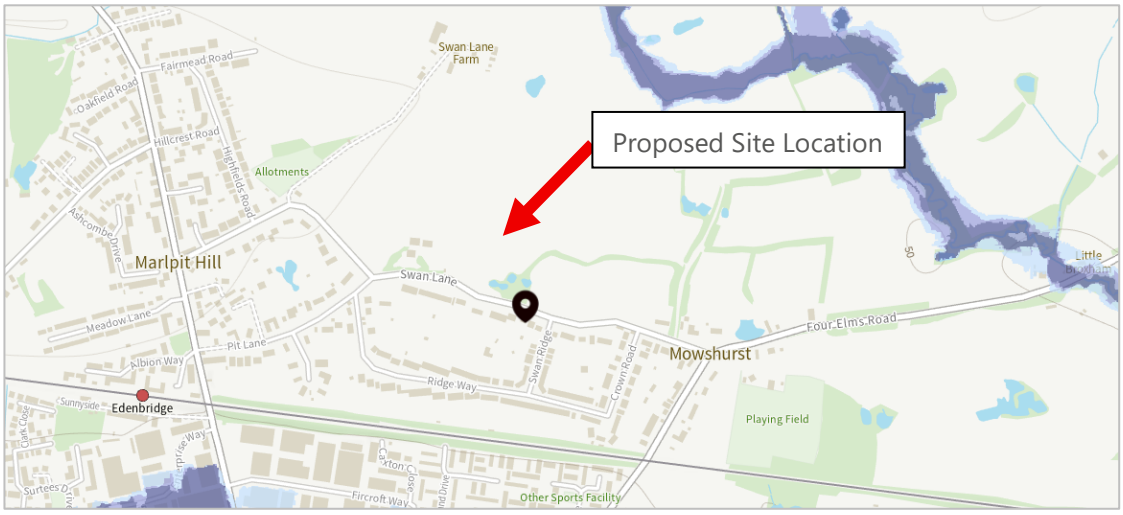
5.2.2 **Images 5.3** and **5.4** show the pluvial and fluvial flood extents respectively in relation to the Site and the wider Edenbridge area. Overall, there are no significant flooding risks that would prevent an access strategy along Swan Lane from coming forward however this will be covered in detail separately by a qualified flood consultant.

Image 5.3 - Pluvial Flood Zone Extent



Source: UK Government Flood Map

Image 5.4 - Fluvial Flood Zone Extent

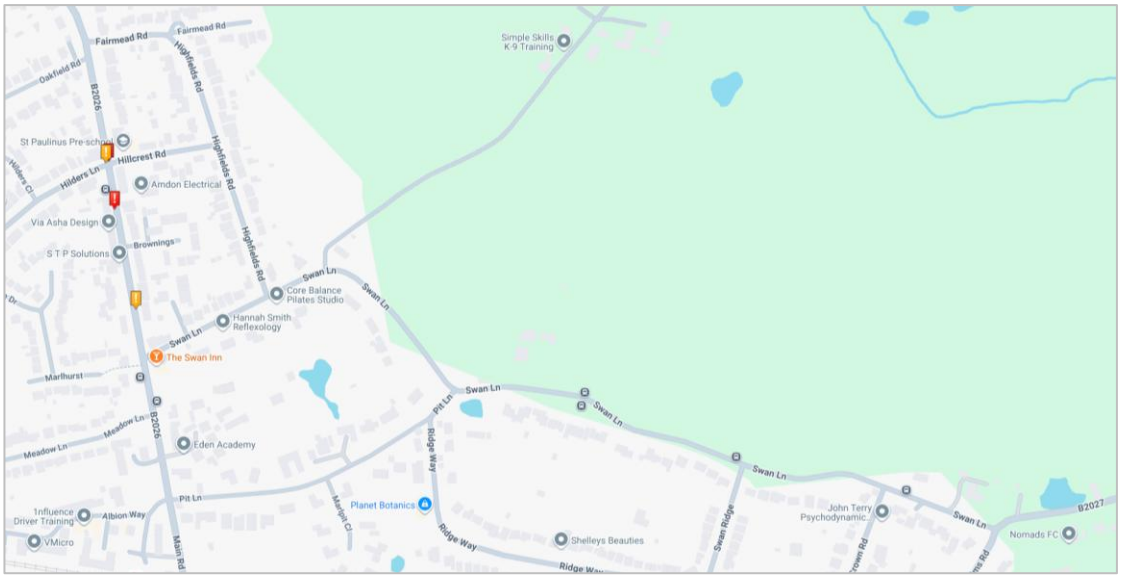


Source: UK Government Flood Map

5.3 Safety Record

5.3.1 A desktop review of the most recent 5-year Personal Injury Collision (PIC) data (2020-2024) along Swan Lane has been undertaken using Crashmap. This exercise determines whether there is any collision hotspots present that are related to the existing highway layout that could be exacerbated by potential housing development at the site. A summary of collisions is shown in **Image 5.5**.

Image 5.5: PIC Summary (Swan Lane)



Source: Crashmap

5.3.2 The review shows that no collisions have been recorded along Swan Lane in the most recently available 5-year period. On this basis, there are no identifiable clusters that could be attributed to the design of Swan Lane or the surrounding highway network that would be exacerbated by the delivery of the site.

5.4 Proposed Access Strategy

5.4.1 The proposed access strategy ensures that:

- Adequate capacity for a development of around 700 dwellings can be achieved.
- Existing site constraints, including crossing points along Swan Lane, flood risk, key trees and topography can be managed.
- Active travel measures and promoted and prioritised along Swan Lane.

5.4.2 The delivery of two points of access for vehicles (and other users) provides resilience to the Site, addresses emergency access requirements and allows traffic to dissipate and distribute to the network to reduce local impacts. It also offers opportunities to provide for bus routeing and to reduce impacts of development on Swan Lane itself. Five access options were considered as shown on **Image 5.6**:

- Option 1: Homestead Road
- Option 2: Fairmead Road
- Option 3: Swan lane east of the Swan Lane Allotments
- Option 4: Swan Lane east of The Coach House

- Option 5: Swan Lane west of Crown Road

Image 5.6: Access Options Considered

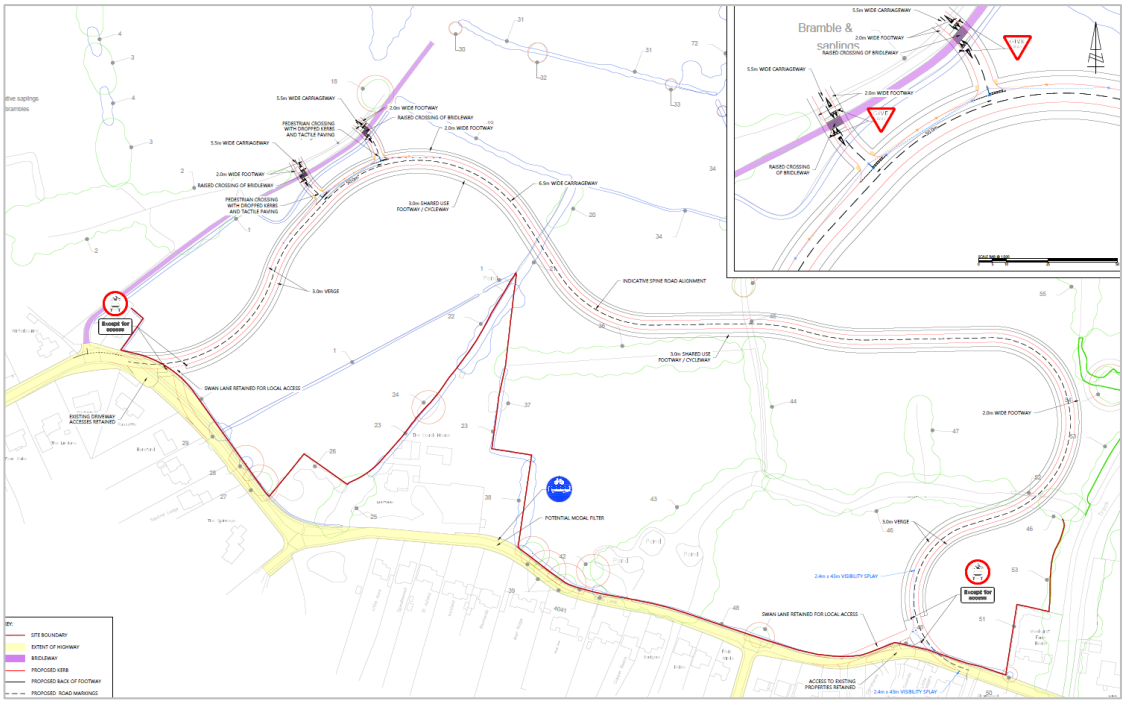


5.4.3 It was determined that access arrangement Options 3 and 5 would best serve the development, based on the following design principle:

Re-alignment of Swan Lane into the Site, with downgrading of the existing central section of Swan Lane to provide for residential only access and sustainable modes (including bus). This approach would have the benefit of significantly reducing traffic flows on Swan Lane and minimising the impacts of development. There is also the opportunity to provide an extension to the existing bus services along the proposed spine road.

5.4.4 **Image 5.7** shows the combination of access options 3 and 5, the indicative alignment of the spine road, the existing Bridleway SR393A and a potential modal filter on Swan Lane.

Image 5.7: Proposed Access Strategy and Indicative Spine Road Alignment



Source: Consultant's Drawing

5.4.5 The design principles for the eastern and western access arrangements are listed below:

- 6.5m wide access road with 3.0m wide verges on both sides
- 2.0m wide footway on the north side and 3.0m wide footway/cycleway on the southern/western sides
- Realignment of Swan Lane to route into the Site which will form the main route for vehicle trips to/from Four Elms Road and Main Road
- The existing stretch of Swan Lane along the site frontage will be restricted to access by buses, cyclists and residential access only using a modal filter arrangement
- The existing residential driveway access(es) on the south side of Swan Lane will be retained for use by the existing residents

5.4.6 It is not proposed to provide pedestrian connections at the bellmouth for the eastern access due to the absence of footways on Swan Lane in the vicinity of this access. Instead, there is potential to provide a dedicated pedestrian crossing from the site to the existing footways at the Swan Lane/Swan Ridge junction. This would negate the need for pedestrians to navigate the realigned carriageway which would accommodate the Swan Lane vehicle flows. This also means the pedestrian crossing on Swan Lane would be much quieter given most vehicle movements would be rerouted through the site.

5.5 Active Travel Access

5.5.1 Dedicated active travel infrastructure can be provided alongside the western vehicle access. For the eastern access, a dedicated pedestrian access/crossing can be provided across Swan Lane as outlined above.

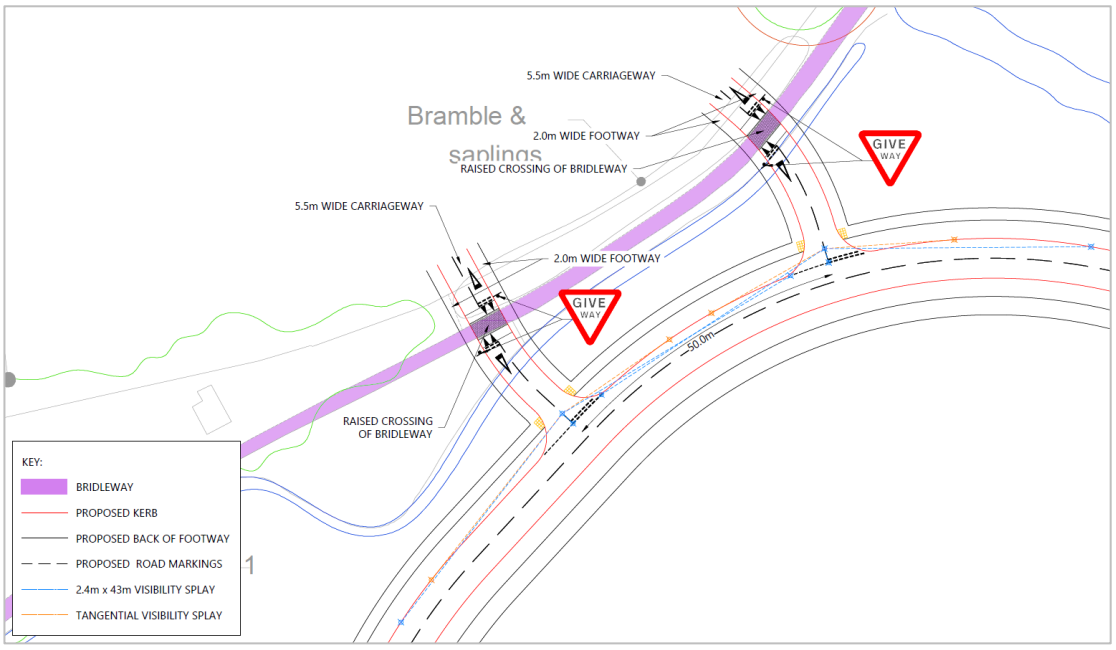
5.5.2 All active travel access will be directed to the west and south to connect into the existing provision within the surrounding residential areas of Swan Lane and onto Main Road. This will cover the primary active travel desire lines to the south into Edenbridge town centre.

5.5.3 Additionally, Public Bridleway (SR393A) routes through the Site, connecting from Swan Lane to the open countryside north of the site. There are various opportunities to promote improvements to the physical route to maximise its use for pedestrians and cyclists. Any schemes outlined in the LCWIP will be reviewed with the potential for contributions to be made to nearby active travel improvements. This is critical in the revised planning context within the updated NPPF, which requires active travel to be 'prioritised'.

5.6 Western Parcel Access

5.6.1 Whilst the internal layout of the scheme is evolving, an indicative access arrangement has been produced that sets out how the western development parcel will be accessed from the main spine road crossing Bridleway SR393A, maintaining the utility and priority of the PROW. The indicative scheme is set out on **Drawing ITB210911-GA-006**, extracted as **Image 5.8**.

Image 5.8: Western Parcel Indicative Access Arrangement



5.6.2 The scheme presented above comprises the following:

- Two separate 5.5m wide access roads are provided from the main spine road into the western development parcel.
- The accesses will connect to the spine and will form the minor arm of a simple priority arrangement.
- The access roads will be spaced circa 50m apart to avoid conflict between the two links.
- Visibility splays of 2.4m x 43m have been shown to allow for a 30mph design speed along the spine road, in line with guidance set out in Manual for Streets (MfS).
- For both access roads, a raised crossing will be provided at the Bridleway, in addition to give way signs and road markings, which will afford priority of movement to users travelling along the Bridleway..

5.7 Access Summary

5.7.1 Safe and suitable access can be achieved to enable delivery of the Site, in line with guiding principles of national policy and KCC design guidance.

5.7.2 The proposed access arrangements comprise a realignment of Swan Lane into the site with a modal filter imposed along the existing alignment of Swan Lane for buses, cycles and resident access only. Dedicated active travel provision can be provided at the western access in the form of either a footway or a shared footway/cycleway one or both sides of the access carriageway, and between the site and the existing footways at the Swan Lane/Swan Ridge junction comprising dropped kerbs and tactile paving.

5.7.3 This access strategy would be a material benefit to the existing residents along Swan Lane as the general vehicle movements and the development trips would be removed from the residential frontages.

SECTION 6 Traffic Impacts

6.1.1 At this stage, a high-level assessment of key local constraints has been considered. As the site progresses, the proposed accesses and key local junctions will be assessed to demonstrate that the development can be accommodated and will not have a severe impact on the local highway network in line with the requirements of the NPPF.

6.2 Traffic Generation and Distribution

6.2.1 To consider the likely transport impact of the site, multi-modal trip rates have been obtained from the TRICS database and applied to the proposed development to determine the level of movement demand. The following selection criteria has been used.

- Land Use: Residential – Houses privately owned
- Dwelling Size: 300-700 units
- Survey Days: Only neutral days (Tuesday-Thursday)
- Location: All areas of England (excluding Greater London)
- Land Use Type: Only sites located in a Suburban Area or Edge of Town locations

The multi-modal trip rates, and resultant trip generation based on 700 dwellings, are presented in **Table 6.1**. The trip rates are based on houses privately owned, which provides a robust assessment of travel demand which would be expected to reduce as details of affordable housing are made available, and considering vision-led transport planning techniques.

Table 6.1: Traffic Generation – 700 Dwellings

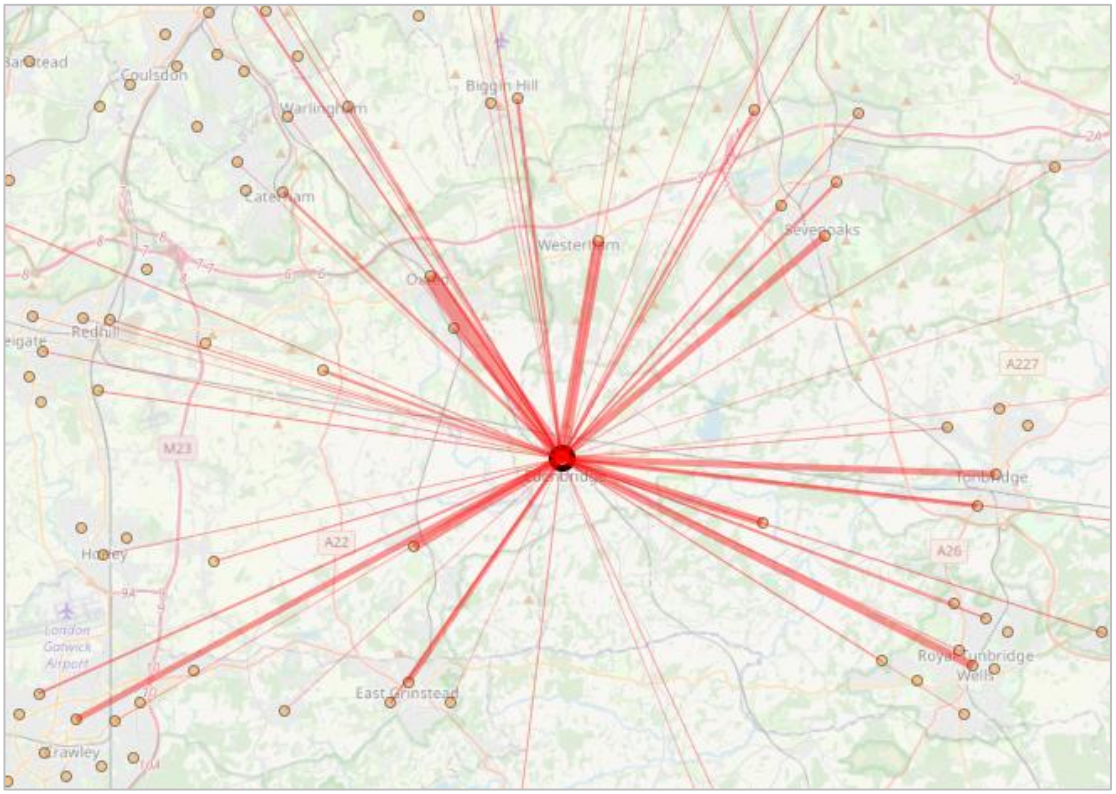
	Weekday AM Peak			Weekday PM Peak		
	Arrivals	Depart	Two-Way	Arrivals	Depart	Two-Way
Trip Rates						
Vehicular Trip Rate	0.173	0.427	0.600	0.366	0.197	0.563
Cyclist Trip Rate	0.002	0.011	0.013	0.009	0.004	0.013
Pedestrian Trip Rate	0.017	0.085	0.102	0.042	0.027	0.069
Public Transport Trip Rate	0.002	0.033	0.035	0.012	0.001	0.013
Trip Generation (700 dwellings)						
Vehicular Trip Generation	121	299	420	256	138	394
Cyclist Trip Generation	1	8	9	6	3	9
Pedestrian Trip Generation	12	60	71	29	19	48
Public Transport Trips	1	23	25	8	1	9

Source: TRICS (V8.25.12)

6.2.2 Initial estimates forecast that the development would be expected to generate some 420 two-way trips during the AM peak hour and 400 two-way trips in the evening peak hour. In real terms, this equates to an average of circa seven additional trips on the network per minute in the busiest peak periods.

6.2.3 To consider likely routing of traffic, a high-level estimate of distribution can be considered by reference to Census 2011 commuting patterns (by car). This demonstrates a significant spread of key destinations including to Edenbridge itself, as well as to Sevenoaks, East Grinstead, Tunbridge Wells and Oxted. The spread of trips is shown in **Image 6.1**.

Image 6.1: Indicative Traffic Distribution



6.3 Local Network Impacts

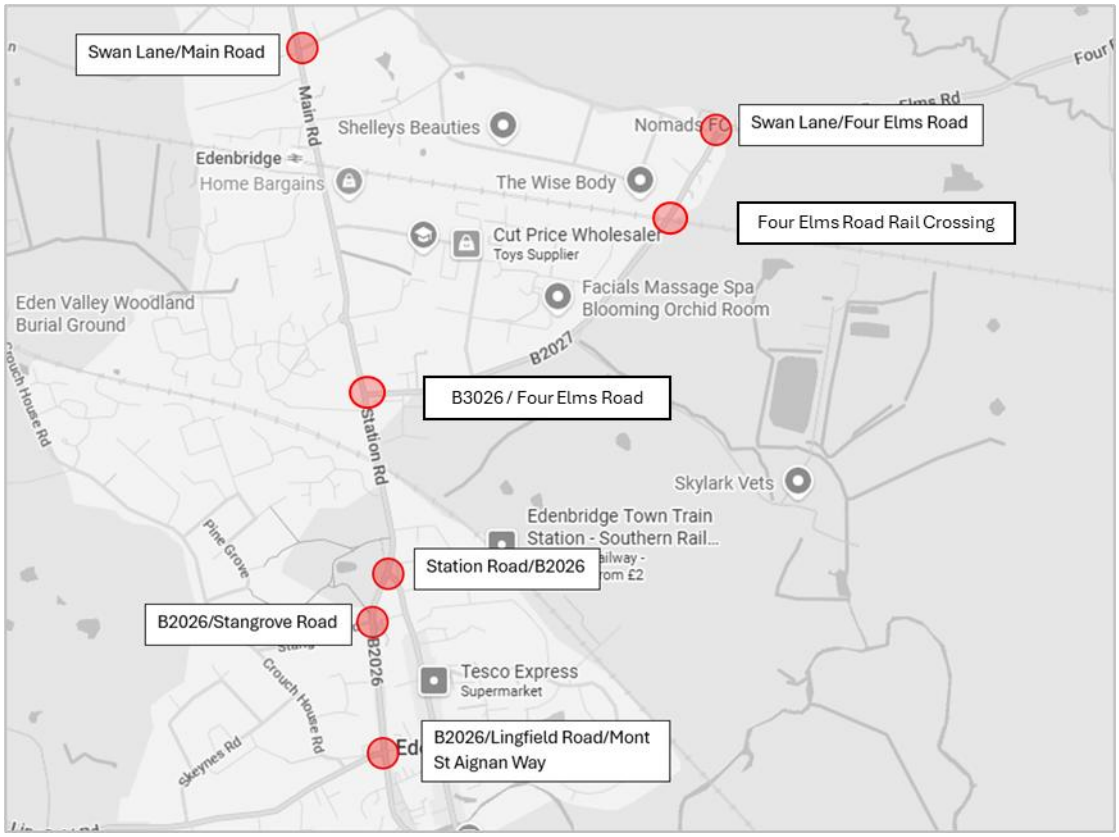
6.3.1 Whilst it is expected that the local network has capacity to accommodate the development demand (based on the evidence presented to support the Reg 18 Local Plan which does not identify showstopper considerations), detailed assessments will be carried out for the key local junctions within Edenbridge such as the Swan Lane junctions with Main Road and Four Elms Road, and on the wider highway network through Edenbridge town centre.

6.3.2 Specific junctions that are likely to be key are listed below and outlined on **Image 6.2**:

- Swan Lane / Main Road

- Swan Lane / Four Elms Road
- Four Elms Railway Crossing
- Station Road/B2026
- Station Road / Four Elms Road
- B2026 / Stangrove Road
- B2026 / Lingfield Rd / Mt. St Aignan Way

Image 6.2: Key Junctions



6.3.3 The scheme would also create active and public transport movements with up to 70 pedestrian trips, 10 cycle trips and 25 trips using public transport trips during peak periods. To encourage the uptake of sustainable travel modes, a detailed sustainable transport strategy will be developed as the site progresses. At this stage, a preliminary package of sustainable transport measures is presented in Section 4.

6.3.4 For a development of this scale, and in line with the changes made to the latest NPPF, the transport 'Vision' presented in Section 2 will be refined to reduce the number of trips made to/from the site via private vehicle modes. This will be supported by the sustainable transport strategy and implementation of a Travel Plan which will outline the measures to encourage sustainable transport modes.

6.4 Wider Network Traffic Impact and Other Considerations

6.4.1 At this stage, Google Maps' Traffic Tool has been reviewed to provide an early indication of likely network issues. This shows that the local highway network experiences only limited congestion during the AM and PM peak periods, with the majority of slower moving traffic on the High Street as shown on **Images 6.3** and **6.4**.

Image 6.3: Typical Local Highway Traffic (AM Peak)

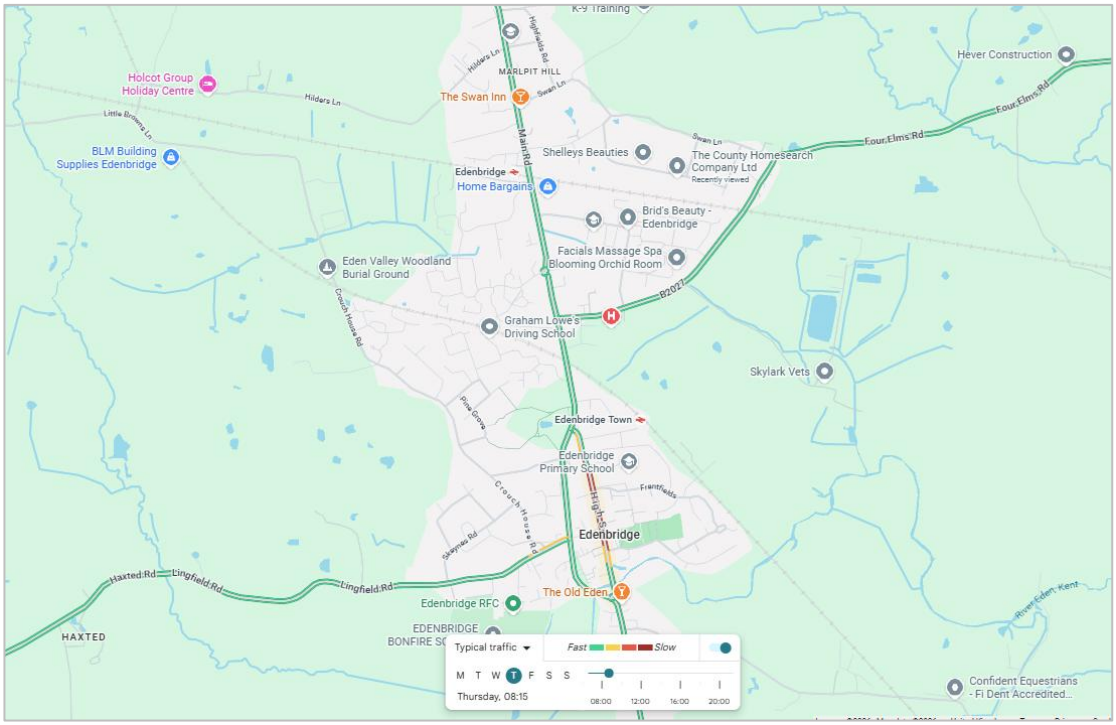
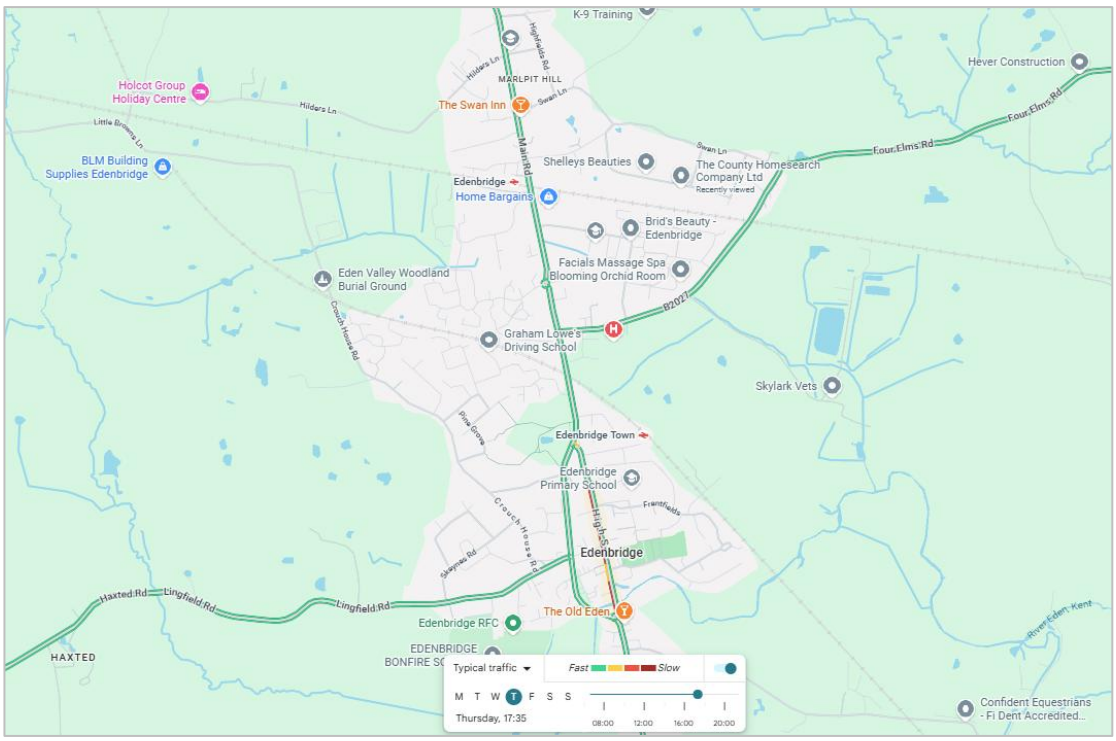


Image 6.4: Typical Local Highway Traffic (PM Peak)



6.4.2 It will be important to collect baseline traffic data at junctions surrounding the site, as listed earlier in this section, particularly those that will form primary commuter routes such as junctions into Edenbridge and on the B2026 both north and south of the town. The operation of the single working shuttle operation of the Four Elms Road railway crossing will also provide a key constraint that requires assessment. The scope of data collection would need prior discussion and agreement with KCC.

6.5 Conclusions on Traffic Impacts

6.5.1 Data contained in the Sevenoaks Local Plan Initial Baseline Transport Assessment (2022) presents a useful scope for where survey work should be undertaken to determine the baseline traffic profile of the local highway network and calculate the likely impact of the development proposal (particularly during the peak hours). The site will deliver a comprehensive Sustainable Transport Strategy to achieve the overarching Vision set out earlier in this TDN. This will seek to limit the overall number of new vehicle trips on the local highway and reduce the impact of the development at key local junctions throughout Edenbridge.

6.5.2 The access strategy outline in Section 5 will also impact the operation of Swan Lane with the potential for a modal filter along Swan Lane and reordering of major/minor junction arms to better serve the new and existing communities. This will also create a more attractive environment for cyclists routing along Swan Lane through the redistribution of existing vehicle trips through the site.

6.5.3 The traffic impact of the proposed development will be assessed in detail as part of a comprehensive Transport Assessment and any necessary mitigation will be identified.

SECTION 7 Summary and Conclusions

7.1 Summary

7.1.1 Barratt David Wilson Homes (BDW Homes) are promoting Land North of Swan Lane, Edenbridge, to deliver residential development for approximately 700 dwellings and additional community uses. The site is identified as a draft allocation for 600 dwellings and employment space. The Site currently comprises undeveloped farmland on the north side of Edenbridge and the precise scheme will be confirmed in masterplanning.

7.1.2 In transport terms, and in line with the National Planning Policy Framework (NPPF), the critical tests that have been considered at this stage are as follows:

1. Will appropriate opportunities for sustainable travel be prioritised and taken up, taking account of the vision for the site, the type of development and its location?
2. Can safe and suitable access be provided for all people?
3. Is the site designed in line with national and local guidance?
4. Will transport impacts be acceptable (i.e. not 'severe' or result in unacceptable safety impacts), taking account of all reasonable future scenarios and can any significant impacts be mitigated?

Access Considerations

7.1.3 An access strategy has been developed that:

- Would deliver capacity for a scheme of around 700 dwellings (subject to modelling).
- Considers site constraints, including intensifying the traffic throughput on Swan Lane, flood risk, local TPO locations and the local collision record.
- Would comply with KCC Guidance.
- Promotes (and prioritises) active travel measures.

7.1.4 Safe and suitable access can be achieved to enable delivery of the Site, in line with guiding principles of national policy and KCC design guidance. The detail of access connections would be subject to further development as the masterplan develops and as baseline information is obtained and refined (for example topographic information and traffic survey data).

7.1.5 Access would be taken from Swan Lane and could be achieved to the existing road or follow a strategy which obviates local impacts on the frontage by diverting Swan Lane into the site.

Accessibility Considerations

7.1.6 The availability of local services and facilities within Edenbridge includes a range of retail, employment, leisure and healthcare facilities. There are nursery and primary education opportunities available, with secondary education located in surrounding high order destinations such as Oxted, East Grinstead and Royal Tunbridge Wells. The majority of facilities are located in and around Edenbridge Town Centre to the south which is accessible within a walking/cycling distance and is also accessible via the existing bus services from Swan Lane.

7.1.7 There are various potential improvements the Site can potentially deliver/contribute towards to strengthen sustainable travel opportunities, primarily:

- Assistance to deliver/contribute to the LCWIP schemes when known
- Crossing improvements on Swan Lane
- Bus stop/service enhancements on Swan Lane

7.1.8 The principles of a Sustainable Transport Package have been scoped out in Section 4 and will be explored with KCC further as the project develops.

Traffic Impacts

7.1.9 At this stage, an initial desktop review of potential impacts has been carried out, with capacity assessments proposed as details of the scheme emerge and traffic data is obtained. The scope of any local capacity assessments will be discussed with KCC ahead of any traffic data collection which will set a baseline against which to calculate the impact of the proposed development. This will be covered in a detailed Transport Assessment in due course.

7.1.10 It is considered at this stage that the development proposal is unlikely to significantly impact the operations of Swan Lane or wider network that cannot be satisfactorily resolved.

7.2 Conclusion

7.2.1 This TDN presents and initial assessment of draft allocation EDEN16 against the key transport tests set out in the NPPF. This demonstrates that the proposed development of circa 700 dwellings and additional community uses is considered to be deliverable in highways and transport terms.

FIGURES

i-Transport

Land North of Swan Lane, Edenbridge

Figure 1: Services and Facilities Map

ITB210911

Key

- Site Boundary
- Edenbridge Industrial Estate
- Gaywood Farm
- Edenbridge Town Centre
- 800m Walking Distance
- 2.4km Walking Distance
- 3.2km Walking Distance
- 5km Cycle Distance
- Edenbridge Station
- Edenbridge Town Station
- Bus Stops
- 1 Lidl
- 2 Home Bargins
- 3 Howdens
- 4 The Corner Store
- 5 Waitrose
- 1 Swan Lane Allotments
- 2 The Swan Inn
- 3 Greggs
- 4 Pret A Manger
- 5 Moore Burger
- 6 The Eden Centre
- 7 Edenbridge Leisure Centre
- 8 Stangrove Park and Outdoor Gym
- 9 Edenbridge Scout Group
- 10 Edenbridge RFC
- 1 Pennypot Dental Edenbridge
- 2 Edenbridge Memorial Health Centre
- 3 Edenbridge and District War Memorial Hospital
- 1 Edenbridge Primary School
- 2 Tiny Oaks Day Nursery
- 231
- S46
- HC1
- 236
- 233
- Public Bridleway
- Public Footpath

0 1 2 km

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DRAWINGS