

Sevenoaks Local Plan Regulation 18 Consultation – Questions and Answers

Chiddingstone Causeway – Tuesday 18 November 2025

Development Strategy

Question	Answer
Why does SDC want to move people into a new conurbation? The CC3 site effectively destroys 2 villages by creating a town.	Site CC3 (Land Opposite Penshurst Station, to the rear of the Little Brown Jug) has been included as a draft allocation in the Plan as a provisional grey belt site, adjacent to a station.
Can you convince me that development will not be combined? Locals have concern relating to creeping development- benefit of landowner & detriment of village?	Grey belt is defined by central government as: land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.
CC3- will join Causeway with Charcott	<p>The green belt purposes relate to: (c and e are excluded from grey belt) a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; d) to preserve the setting and special character of historic towns. The government guidance is clear that these purposes relate to towns and has specifically stated that towns are not villages (i.e. these purposes do not apply to villages/hamlets, such as Chiddingstone or Charcott)</p> <p>The site (CC3) is now considered 'provisional grey belt' because it does not perform strongly against the above three purposes. The next stage of analysis is of footnote 7 constraints, which include the National Landscape (AONB), heritage assets, flood zones and irreplaceable habitats. Sites may be excluded from being grey</p>

	<p>belt in due course where the asset or designation provides a strong reason for restricting/refusing development. We have asked site promoters to provide further evidence of any impacts/mitigation on footnote 7 designations as part of their Local Plan responses. We are also awaiting further evidence base updates, which will inform our assessment, leading into the Reg.19 final draft Plan publication (next summer).</p>
Why hasn't the increase in size of a small village been considered?	<p>The scale of the proposed development at Chiddingstone Causeway (370 units including existing permissions) is a very valid concern, and it is clear that development of this scale would change the character of the settlement. However, due to presence of the railway station (providing public transport connections), the location outside of the National Landscape, and the availability of land, this site option is being considered for consultation.</p>
Chiddingstone hamlet currently has 140 dwellings, so having 351 houses proposed is not MODEST development.	
How many houses are currently in the Causeway? ie. what will be the % increase (with 300more houses proposed).	
is the primary reason for the scale of the proposed development the train station?	<p>The presence of the train station, the location outside the National Landscape, the identification of the site as grey belt and the availability of land are all key factors why the site is being considered for allocation.</p>
does the train station justify the size of the village doubling while other villages remain unaffected despite them having bus services themselves?	
the gov referred to house building for commuters being encouraged near well connected stations, penshurst scored 2 on the settlement hierarchy is this connected	<p>Because of the increased housing targets (63% increase) we are now looking at a broader range of settlements to accommodate future growth. However, some villages (for example, that are located in the National Landscape, do not have many facilities/services/transport connections, or do not have available land, do not have any growth proposals.</p>
How can the size of the development here be considered sustainable when there are few services here? The station is not suitable for the elderly or disabled.	
If focusing on strategic infrastructure- why Chiddingstone site? Limited train service, no doctors, small village shop.	<p>The Housing Secretary, Steve Reed, announced last week that there will be a consultation before xmas on some policies as part of the revised NPPF - to speed up suitable planning applications for development within a reasonable walking distance of well-connected train stations. Further details are not available at present, but we will be providing comments on this future consultation. Whether Penshurst train station will be considered 'well-connected' remains to be determined.</p>
How can this site be considered sustainable, when train services are poor, particularly on weekends? Connections into London are haphazard in particular.	
According to your Hierarchy structure doc CC is a hamlet and should only have sustainable development. Please quantify what is sustainable dev for a hamlet.	

<p>No development around Hever, Cowden and the like.</p>	<p>Many rural settlements in the south of the District are washed over by National Landscapes as well as being a lower-tier (less sustainable) settlement. This combination means that greenfield sites promoted to us in these locations are contrary to the proposed Development Strategy at Policy ST1.</p>
<p>300 homes of CC3 have a huge impact on C.Causeway- a small rural village with poor roads.What assessment is being made?</p>	<p>In relation to the road network, we are working closely with KCC Highways to model and measure the expected impact that the growth proposed in the emerging Local Plan will have on the transport network across the District. A second stage Transport Assessment has been undertaken to determine the transport implications of the proposed site allocations, and this is available to view and comment on as part of the public consultation. As the Local Plan progresses, further transport modelling work will be undertaken to better understand the traffic flow, capacity issues and mitigation required to accommodate the proposed growth. All transport improvement projects identified will be set out in the Infrastructure Delivery Plan by Regulation 19.</p>

Green Belt and grey belt

Question	Answer
Does grey belt have to be formally allocated by SDC or is it a matter of interpretation	<p>Grey belt is defined by central government as: land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.</p> <p>The green belt purposes relate to: (c and e are excluded from grey belt) a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; d) to preserve the setting and special character of historic towns. The government guidance is clear that these purposes relate to towns and has specifically stated that towns are not villages.</p> <p>The site (CC3) is now considered 'provisional grey belt' because it does not perform strongly against the above three purposes. We have undertaken a green belt/grey belt assessment for the District, which is available on our evidence base page.</p> <p>The next stage of analysis is of footnote 7 constraints, which include the National Landscape (AONB), heritage assets, flood zones and irreplaceable habitats. Sites may be excluded from being grey belt in due course where the asset or designation provides a strong reason for restricting/refusing development. We have asked site promoters to provide further evidence of any impacts/mitigation on footnote 7 designations as part of their Local Plan responses. We are also awaiting further evidence base updates, which will inform our assessment, leading into the Reg.19 final draft Plan publication (next summer).</p>

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If land is grey belt does it mean it can't also be Green Belt?	Land can be both Green Belt and Grey Belt. There will be sites across the District, in the Green Belt, which can be identified as grey belt, but because, for example, they are not in a sustainable location, they will not be taken forward in the local plan, and will

	therefore remain as undeveloped grey belt land in the Green Belt.
Is there an intention to remove any land in Chiddingstone Causeway out of Green Belt?	<p>Yes, if the draft site allocations are taken forward in the final adopted version of the plan, it is likely that these sites, and the existing settlement, would be removed or 'inset' from the Green Belt.</p> <p>In terms of the timeframe, the Plan will be submitted for examination in December 2026, the examination will take place in 2027, and once the plan is adopted, sites will need to gain planning permission before work can take place. Larger sites take several years to be built out, and this is a 15 year plan to 2042, so it is likely to be number of years before any building commences, if these sites are taken forwards into the plan.</p>
What is the timeframe for the grey belt development in the Causeway?	
What is the Gov criteria to change from green to grey belt?	<p>Site CC3 (Land Opposite Penshurst Station, to the rear of the Little Brown Jug) has been included as a draft allocation in the Plan as a provisional grey belt site, adjacent to a station.</p> <p>Grey belt is defined by central government as: land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.</p> <p>The green belt purposes relate to: (c and e are excluded from grey belt) a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; d) to preserve the setting and special character of historic towns. The government guidance is clear that these purposes relate to towns and has specifically stated that towns are not villages (i.e. these purposes do not apply to villages/hamlets, such as Chiddingstone or Charcott)</p>
some of the requirements of reclassification to grey belt do not add up i.e. it will join two villages (causeway and charcott) please explain	
Please explain what footnote 7 is in conjunction with assessing whether a site is grey or green belt?	
Grey belt- how can it be deemed not used for agriculture when it's been permanently used for crops?	

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Flooding

Question	Answer
What are the results of the environmental study regarding flooding by The Little Brown Jug. This has happened in the past.	A site having some form of flood risk does not automatically lead to it being found unsuitable. Our Strategic Flood Risk Assessment (available on our website) highlights the areas on and around the site that are subject to surface water flooding. National policy states that new development cannot increase flood risk both on the site or surrounding it. As such, the site promotor will need to demonstrate, to the satisfaction of the eventual Planning Inspector, that they can provide suitable drainage measures to prevent that from happening. If they cannot demonstrate that, then that could be a showstopping issue for the site making it into the final plan.
Until the Infrastructure Del Plan is available, explain impact of CC1-3 on flooding. CC3 is proposed between 2 regularly flooded areas.	
Why are the sites sustainable if there is a flood risk?	
CC3- flooding risk- the ground is very wet.	

Transport and Infrastructure

Question	Answer
when will we have sight of the emerging infrastructure delivery plan	<p>The Infrastructure Delivery Plan, prepared through the Local Plan process, provides a strategic, high-level framework for coordinating the delivery of the infrastructure needed to support the Local Plan growth.</p> <p>The emerging projects that have been identified so far are set out in the Infrastructure Delivery Plan Statement October 2025 and is available to view and comment on as part of the public consultation. It can be viewed online here</p> <p>We appreciate that communities want certainty on infrastructure delivery. At this stage, the Infrastructure Delivery Plan is high-level because we are still consulting on which sites will come forward. Until the Infrastructure Delivery Plan is in place, the necessary infrastructure providers will continue to be consulted as required through the planning application process to ensure site-specific issues are addressed.</p> <p>Between now and Regulation 19 in Summer 2026, we will continue to engage with infrastructure providers to refine the Infrastructure Delivery Plan. By that stage, the IDP will include more specific detail on what projects are needed, when they will be delivered, the costs and who is expected to pay, and how they will be delivered.</p>
Until the Infrastructure Delivery Plan is available please explain energy impact of the Chiddingstone C'way developments, especially relating to gas supplies.	
until the infrastructure delivery plan is available explain the impact of chiddingstone proposed developments on water supply, road transport etc.	
Until the Infrastructure Del Plan is available, please explain how (estimated) 200+ children will be accommodated at the nearby primary school?	
Until the IDP is available, please explain plans for increased amenities for both young and old.	
What infrastructure improvements are planned for the Causeway? What is the timing of these?	
The 3 golden rules mentioned providing local infrastructure. What local infrastructure is planned for Chiddingstone Causeway?	
the number of homes proposed is large for a small village, how will existing infrastructure cope with this? no gp, no school, small shop?	
What consideration has been given to infrastructure? Poor broadband, no schools or health facilities, lack of roads, flooding , power cuts, no gas.	
With this level of housing in Chiddingstone Causeway would it be expected that there would be an improvement in broadband and mobile signal provision.	
What consultations has already had with Southern Rail Network Rail?	<p>We have and continue to engage with Network Rail and the rail companies operating across the District to understand the strategic infrastructure improvements required to support planned growth.</p>

Has SDC consulted utilities infrastructure providers?	We contacted all infrastructure providers that serve Sevenoaks District, including utility providers, as set out in the Infrastructure Delivery Plan Statement October 2025 (Appendix A).
Where will primary-aged children be educated?	<p>We have worked closely with all infrastructure providers that serve Sevenoaks District to understand what's needed to support the growth proposed in the emerging Local Plan. This has helped us identify infrastructure requirements and also any existing pinch-points and capacity constraints that need to be addressed. The emerging projects that have been identified are set out in the Infrastructure Delivery Plan Statement October 2025 and is available to view and comment on as part of the public consultation. We will continue to engage with infrastructure providers to develop the Infrastructure Delivery Plan further as the Local Plan progresses, with projects being refined and more detail added on phasing, costs and delivery mechanisms. This iterative approach ensures that infrastructure provision remains responsive, deliverable, and aligned with our strategic objectives.</p> <p>We work closely with Kent County Council, who are the statutory education provider for the District. They are best placed to assess future education needs and determine the most appropriate locations, delivery, and timing for provision.</p>
Infrastructure, Infrastructure, Infrastructure. Who will build the schools, medical centres and will they be built before developing houses.	<p>The delivery of infrastructure, including that constructed on-site or financial contributions made towards delivery off-site, are secured through a legal agreement (Section 106) between the infrastructure provider and the developer, and are enforced. These legal agreements set out the infrastructure to be provided as part of a development and when (e.g. roads, schools, GP surgeries, community facilities or utilities).</p>
Infrastructure costs- where does that come from?	
How will improved infrastructure (highways) been funded- will SDC apply for more funding?	
no gov input into infrastructure - how does local authority think they can get this done	
No Gov input on infrastructure- so how do LPA think they can get it done.	

What plans are there to improve road access in Chiddingstone Causeway as 350 homes could produce 700 extra cars	We are working closely with KCC Highways to model and measure the expected impact that the growth proposed in the emerging Local Plan will have on the transport network across the District. A second stage Transport Assessment has been undertaken to determine the transport implications of the proposed site allocations, and this is available to view and comment on as part of the public consultation. As the Local Plan progresses, further transport modelling work will be undertaken to better understand the traffic flow, capacity issues and mitigation required to accommodate the proposed growth. All transport improvement projects identified will be set out in the Infrastructure Delivery Plan by Regulation 19.
Recent new houses have brought additional vehicles to the hamlet- will this increase be factored in when assessing final number of properties?	
Water. Where will it come from?	Water companies are legally obligated to connect new homes to both the water supply and sewerage systems. They are also responsible for preparing water management plans, identifying how they will provide a secure water supply whilst also protecting the environment, and investing in new infrastructure to address these issues. Developers are required to liaise directly with the relevant water company to arrange connections and agree any upgrade works.
Where is the water supply for the proposed housing coming from?	
There is already a parking problem in Chiddingstone Causeway. What plans are there to address this if another 300+ homes are built?	We understand the pressures around car parking in Chiddingstone Causeway. Proposed Policy T3 Vehicle Parking expects applicants to demonstrate an appropriate level of car parking informed by local data, circumstances and proximity to public transport infrastructure and services. The car parking standards set out in Annex 1 provide a starting point for determining parking levels for both residential and non-residential developments. Any forthcoming planning application for development would need to demonstrate how parking demand has been assessed and how the proposed provision responds to that need. This will be considered as part of the planning application process.
Until the Infrastructure Delivery Plan is available, please explain how doctors will be encouraged to serve the area?	Ensuring adequate staffing levels for new infrastructure lies outside the scope of land use planning. However, in the case of education and health provision for example, the Council works

	<p>closely with Kent County Council Education and the NHS to ensure that the timely delivery of infrastructure is aligned with the recruitment of professionals required to operate it effectively. We recognise that attracting and retaining skilled staff can be challenging - particularly in light of affordability pressures within the Sevenoaks District. To help address this, the emerging Local Plan includes policies that support employment growth alongside the delivery of new homes, prioritising affordable homes for those with a local connection to the area, including key workers. This integrated approach aims to provide future residents with greater choice in both housing and employment, helping to create the conditions necessary for sustainable service delivery.</p>
<p>please comment on road access as nearest a road is 3 miles away and roads near CC are narrow country lanes</p>	<p>We note that Chiddingstone Causeway has limited direct access to the strategic road network and is served by rural lanes. These factors will be taken into account through transport modelling and the development of appropriate mitigation measures to ensure suitable access.</p>
<p>The station isn't suitable for disabled and elderly people who are unable to cross the bridge and use the stairs. How will this be resolved?</p>	<p>We acknowledge concerns about public transport and connectivity. The proposed growth set out in the Local Plan may have an impact on train capacities and frequency of services. Any improvements/changes suggested by Network Rail and bus companies to accommodate additional passengers will be identified in the Infrastructure Delivery Plan.</p>
<p>Penshurst railway station does not provide direct access to London. Buses do not operate on Sundays. Links are very poor. Will they be upgraded?</p>	
<p>Would the level of housing likely lead to any improvement in rail service frequency and provision of direct trains (e.g. to Gatwick/London)?</p>	
<p>Until the Infrastructure Del Plan is in place, what is the impact on rail transport? How will rail transport provision be increased? (Timetable and locations)</p>	
<p>Have current transport infrastructure providers been consulted in terms of their plans to increase current network provision?</p>	

Sport and Leisure

Question	Answer
<p>If the local plan wants to promotes open spaces, why is it proposing to destroy an open space (i.e. the field)?</p>	<p>The District does not have anywhere near enough urban and brownfield land to meet the Government's housing target, and it is the case that the majority of the sites are going to be currently open fields. We do have a number of designated open spaces which will continue to be protected, however this does not apply to the open fields which cover much of the District. National policy does require proposed 'grey belt' sites to provide dedicated open space within the sites, however the point that the development itself removes a previously open field is taken.</p>

Site Specific Queries

Question	Answer
Who are the site promoters for CC3?	Based on our current records, CC3 - Land to the rear of the Little Brown Jug, Chiddingstone Causeway, is being promoted by Batchellor Monkhouse and Warners Law LLP, on behalf of Lafone Properties Ltd. We have undertaken a mailout to all site promoters as part of this consultation and as a result of this, we may receive updated details for site promoters and landowners.
Why was the site behind the Brown Jug previously rejected in 2023? And what has changed?	All sites which have been considered through the Local Plan are available to view on our Interactive Map, which is available on the evidence base page of our website. This is shown under the 'SHELAA 2025' layer. Many sites which were considered unsuitable as part of our previous consultation in Regulation 18 due to being strongly performing Green Belt, are now considered suitable as provisional grey belt. This is due to the change in National Planning Policy and the introduction of grey belt last December 2024.

Site Selection Process

Question	Answer
Is it possible for landowners to add more sites under Regulation 19, or remove a Regulation 18 site and resubmit a different size site under Regulation 19?	Yes - sites can be submitted through this Regulation 18 consultation, and they will be assessed and taken into account ahead of Regulation 19 stage. Sites can be submitted at Regulation 19, however due to the stage of the Local Plan process, these sites are not considered by the Council and would be submitted directly to the Planning Inspectorate for consideration through Examination. Sites can be withdrawn by site promoters at any time up submission of the Local Plan for examination and would be moved to the 'Discounted' category in the Strategic Housing and Economic Land Availability Assessment (SHELAA).
Can a landowner withdraw or amend a site submission after Reg 19 has started?	
what exactly can we expect to be built on an area that is called mixed development?	A mixed-use site is typically a site which proposes residential development and another use, such as employment, community or gypsy and traveller use. A mixed-use could be any mix of uses. We would expect further details to be submitted by site promoters as part of this consultation and these will be taken account of ahead of Regulation 19, where there will be another opportunity for public comment.
Where the site says 'mixed use' do we know what the mix of uses are at this stage?	
When does the SHELAA iterative process end?	The SHELAA is an ongoing process up to the point of submission of the Local Plan. Sites will move between SHELAA categories due to additional evidence and information being submitted, as well as taking account of any changes of national policy.
There was previously a site identified for potential housing at the west end of the village a few years ago. Why was this site not included this time round?	All sites which have been considered through the Local Plan are available to view on our Interactive Map, which is available on the evidence base page of our website. This is shown under the 'SHELAA 2025' layer. Many sites which were considered unsuitable as part of our previous consultation in Regulation 18 due to being strongly performing Green Belt, are now considered suitable as provisional grey belt. This is due to the change in National Planning Policy and the introduction of grey belt last December 2024.

<p>How do you envisage the phased rollout between 2027 and 2042... how does it ramp, do all sites get green light at same time. Thank you</p>	<p>The Strategic Housing and Economic Land Availability Assessment (SHELAA) sets the high-level expected delivery for each site. These are 'Deliverable' sites (expected to come forwards in years 1-5 of the plan period), and 'Developable' sites (expected to come forwards in years 6-10 or 11+ of the plan period). We have asked, as part of this consultation, for site promoters to comment on these conclusions. Ahead of Regulation 19, we will be preparing a detailed Housing Trajectory, which sets out the expected number of units to be delivered per year, on a site-by-site basis. This is informed by multiple sources of information, such as evidence from the site promoter, the size and current land-use of the site, average annual build out rates etc). The Housing Trajectory will be available for public comment at Regulation 19 stage and will be examined alongside the Local Plan at Examination.</p>
<p>What votes/decisions have already been made on the Chiddingstone Causeway sites?</p>	<p>At this Regulation 18 stage, the SHELAA site assessment process has found the sites (CC1, CC2 and CC3) to be suitable, based on the information available to us at this stage. District Councillors have then decided, following recommendation by officers, through the Committee and Cabinet process, for the Regulation 18 Local Plan to be published for consultation. This is the stage we are currently at. All information received as part of this consultation will be reviewed and taken account of when informing final decisions on sites, ahead of Regulation 19 publication next Summer 2026.</p>
<p>There are empty plots of land all over the place, are they being considered?</p>	<p>All sites which have been considered through the Local Plan are available to view on our Interactive Map, which is available on the evidence base page of our website. This is shown under the 'SHELAA 2025' layer. If you are aware of additional sites which have not been considered and are available for development, please do let us know through formal response to the consultation.</p>

Settlement Hierarchy

Question	Answer
Is the proximity to a station weakened by the fact that it has no direct connections to London or Gatwick and no parking?	The station methodology for the settlement hierarchy does consider fast connections to London but not Gatwick or parking. You can view this on page 25 of the 'Sevenoaks District Settlement Hierarchy 2025' which can be viewed here on the evidence base page

Natural Environment

Question	Answer
<p>Will consideration be given to Kent Downs NL stating the Causeway is “indistinguishable” from the existing NL metres away and aspire to have it included in it</p>	<p>The current context for plan-making and decision-taking for sites in this locality is that it is not designated as National Landscape (formerly known as Areas of Outstanding Natural Beauty) and as such the applicable policy requirements found in national and local policy relating to National Landscapes do not apply. It is noted that boundaries can be reviewed as is currently taking place in relation to the Surrey Hills. This is led by Natural England which has recently paused work on designations; of four that were underway it has stopped work on two areas, one of which was for a new National Landscape whilst the other was for a boundary extension. Extending the National Landscape would be something that Sevenoaks, or its successor, would need to take a view on in terms of whether this is something it wants to aspire to.</p>
<p>The information states the natural environment will be protected how will this be achieved with the destruction of some much green space?</p>	<p>There are established mechanisms, both through policy and legislation, which will protect the natural environment from significant harm. At this stage the approach is high level. Through the site assessments for each site we have considered its relationship in relation to designated habitat sites. These include Sites of Special Scientific Interest, Local Wildlife Sites, Local Nature Reserves and Ancient Woodland. There are policies at both national and local level which set out how these habitats should be dealt with and our development briefs set out measures which align with this and the guidance provided at national level. Developers will need to undertake ecological surveys and impact assessments in most instances and for some larger schemes are likely to require Environmental Impact Assessments.</p>
<p>what does the statement steering biodiversity net gain to within the district mean exactly - in relation to the natural environment</p>	<p>The framework for biodiversity net gain (established via legislation and guidance) includes a biodiversity gain hierarchy which seeks on-site gain first, followed by off-site gain (including purchasing biodiversity units from habitat banks), followed by</p>

	<p>purchasing biodiversity credits from Natural England as a last resort. In relation to off-site gain, the spatial risk multiplier (which forms part of the biodiversity metric) essentially penalises off-site gain the further away it is from the site, requiring more BNG units to generate the same biodiversity value. For off-site gain within the local authority area or within the same national character area (which can span a number of local authorities), there is no penalty. We consider that any benefit should be provided as close to the site of impact and as such, where feasible, we want to steer off-site gain to within this district or close to it.</p>
<p>Would the field CC3 be a irreplaceable habitat? What are they?</p>	<p>Irreplaceable habitats are defined in the National Planning Policy Framework 2024 as habitats that would be technically very difficult or take a very significant amount of time to restore, recreate or replace. It also specifies the habitats that fall within this category and these are ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marks and lowland fen. The district contains some of these habitats, in particular ancient woodland, but the data available indicates that none of these habitats are present on this site.</p>

Housing

Question	Answer
Why are 370 homes being proposed in Causeway when the 2023 Chiddingstone Housing Needs Survey only found a need for 'up to 18 affordable home'?	The District Council has undertaken a 5-year rolling programme to prepare Parish Housing Needs Surveys for all parishes in the District. These studies look at need arising from within the Parish specifically, but do not consider wider housing needs across the District or people moving into the District. The governments Standard Methodology for calculating housing need, as well as SDCs Targeted Review of Local Housing Needs (TRLHN) 2025 forms the District's evidence base on district-wide need.
Why 370 being proposed in causeway when the english rural housing association noted only 30 households registered an interest in housing only 7 with connections	
We have seen 56 new homes provided whilst covered by Green Belt and now this- where does it stop?	
Is it possible to have local letting plans in place on grey belt sites so that homes can be available for local people?	Our Housing team will advise on a site-by-site basis regarding Affordable Housing and the appropriate type and tenure to be provided, although our starting point is 80% Social Rent / 20% Shared Ownership. In some cases, based on housing needs evidence and at the discretion of housing and planning officers, local lettings plans may be considered.
If 50% of housing will be affordable, 80% of this is council housing, where is the demand for 120 council houses in this area?	Emerging Policy H2, Provision of Affordable Housing, sets the housing requirement for different types of sites, depending on number of units, size and location (i.e. within urban areas, brownfield or green belt). This figure is based on evidence surrounding what developers can realistically deliver whilst still making sites viable. In line with national policy. Policy H2 also sets a number of additional requirements for affordable housing provision, with the aim that on site provision of affordable homes will be achieved wherever possible. We will be preparing a new Affordable Housing SPD ahead of the Regulation 19 publication in Summer 2026 and this will be available for public consultation. The Targeted Review of Local Housing Needs (TRLHN) 2025 sets a recommended affordable housing tenure split of 80% Social Rent / 20% Shared Ownership, which has been informed by local evidence such as the Council's Housing Register and the Local Housing Needs Surveys, amongst other datasets. This provides the evidence of Affordable Housing need for Sevenoaks District
What % of the houses in the causeway would be affordable and what is the definition of affordable	
How will housing be divided between owner-occupied and rented/social housing? What about preference for local area associations for residents.	

	and will be used as a starting point for affordable housing provision on local plan allocations. Where local evidence suggests a different tenure split is necessary in particular locations, our Housing team will advise on the most appropriate approach.
How are these sites meeting needs, the cheapest house in area 750000, where is research to show average wage in the area would accommodate the level of mortgage	Although it is noted that mortgage affordability will be a concern for residents, this is not a planning consideration and therefore cannot be taken into account within the Local Plan process.
Builders have been known to use the term 'variables' to get out of providing low cost housing. What are you doing to prevent this.	Emerging Policy H2, Provision of Affordable Housing, sets the housing requirement for different types of sites, depending on number of units, size and location (i.e. within urban areas, brownfield or green belt). This figure is based on evidence surrounding what developers can realistically deliver whilst still making sites viable. In line with national policy. Policy H2 also sets a number of additional requirements for affordable housing provision, with the aim that on site provision of affordable homes will be achieved wherever possible. The Policy sets out circumstances where it may be appropriate for affordable housing to be negotiated due to viability reasons, however makes clear that viability assessments are not to be accepted on grey belt sites, in line with national policy. The Council's starting point is always for onsite provision of affordable housing where possible.
Can the proposed numbers put forward under each of the proposed sites increase as well as decrease in the density testing	Yes - we fully expect some site capacities to rise and some to fall as part of the Development Brief density testing work.
Who decides the amount of houses to be built? How do they get to this number ?	The housing need in the Local Plan is calculated using the Government's standard method, which calculates need using a stock based approach and affordability multiplier. These homes are intended for people already living in the District, as well as future generations, such as young people, families and older residents, so they can stay in the area. It also helps meet demand arising from those moving into the District, who work locally and those who need affordable housing options.
Has the Gov considered how much of the District is green belt when considering what the housing target is?	
The Gov numbers don't add up but they won't get built as developers wont do as many as proposed.	

How do you reach the overall housing need if the sites identified cannot reach the target once more detailed planning assessments have been made?	The Local Plan is evidence led. As a starting point, the Council is seeking to meet the identified housing need in full through the Local Plan process. However, ultimately, if evidence suggests that the Council do not have enough sites / units to meet the identified housing needs, we will need to consider submitting a Plan which falls short of housing need. It is imperative that all decisions made on sites is fully evidenced and justified in order to have a defensible position and examination.
What would happen if none of these sites are suitable?	

Historic Environment

Question	Answer
<p>Your information states heritage will be protected what about the heritage of an historic air field - is this still an emergency landing area?</p>	<p>There is both national policy (in the NPPF) and the draft Local Plan policies to guide the assessment of applications in relation to the historic environment.</p>
<p>Will the heritage of the village church and historic connection with Causeway and Charcott be considered?</p>	<p>The NPPF sets out that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting, and that the level of detail should be sufficient to understand the potential impact of the proposal on their significance. These are split into designated heritage assets (listed buildings, conservation areas, scheduled monuments, registered parks and gardens) and non-designated heritage assets (sites that have sufficient heritage significance to merit consideration in planning decisions because of their heritage interest).</p> <p>Any proposals for development should be informed by an assessment of the heritage significance of the heritage assets (listed buildings, historic areas etc), the contribution that the site makes to their setting, and how this may be impacted by the proposals.</p> <p>Proposals will be assessed both against the NPPF policies and Local Plan policies that relate to the Historic Environment. Where harm to a heritage asset is identified, that will need to be considered in the planning balance when deciding whether to grant permission.</p> <p>As part of the current public consultation, we would welcome comments on the draft policies, as well as on the site allocations and how the development of these sites may impact on both designated and non-designated heritage assets in the locality.</p>

	<p>*online sources suggest the airfield was closed after WWII. We can find no reference to it being designated as a current emergency landing area.</p>
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Consultation

Question	Answer
Can the public comment again in Reg 19 consultation without restrictions?	Yes the public will be able to comment on the regulation 19 consultation next summer.
How powerful is local voice in deciding what goes ahead?	Planning consultations make decisions arising from consultation responses that are based on evidence in order to be justified and robust. Response citing planning reasons and evidence will hold more weight than responses which do not cite planning reasons. So any local knowledge and evidence about policies and sites that are submitted will shape the next stage of this emerging local plan
Can local voice affect housing numbers if a site is approved? e.g. CC3 from 300 to perhaps 20-50 instead?	

Other

Question	Answer
If the landowner of cc3 does not in fact build 300 houses leaving part of the site empty can/will SDC or central step in and procure building on the site?	If the site is allocated for development / gains planning permission, is it likely that it would be a phased permission, which is normal for larger sites i.e. the site could be broken down into a number of distinct phases (i.e. 3 phases of 100 units). It would be for the developer to schedule the build out, ensuring they commence within the time limit of the permission. The developer would provide information to the Council as to their anticipated build out rate, to inform our housing trajectory and demonstrate deliverability. However, the Council would not step in and build out sites themselves
The District has a population of 121,000, say 60,000 dwellings. So an increase of almost 30% (17,000) suggested - the pop growth in the period is given as 5%	The expected population increase of 5.1% for the plan period is from information from the ONS, this is a different calculation than the standard method which is used to calculate the housing targets we are given. You can view this in paragraph 4 'How is a minimum annual local housing need figure calculated using the standard method?' here https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments . These homes are intended for people already living in the District, as well as future generations, such as young people, families and older residents, so they can stay in the area. It also helps meet demand arising from those moving into the District, who work locally and those who need affordable housing options.
Where is the consideration to the existing residents and the impacts on their lives, homes and health and wellbeing.	Air quality, noise, and health are considerations taken into place in all planning applications and any sites would be expected to prove they can mitigate any potential air quality, noise issues, or other health planning issues on site. If these are unable to mitigate issues in regards to these it may mean a site would be considered unacceptable.
Chiddingstone Causeway does not have infrastructure for extra cars	No comment - please submit your response to the consultation
Council says 63% increase yet this village is potentially going to be increased with a 350% increase on its own.	No comment - please submit your response to the consultation

Traffic has already increased in Edenbridge over the last few years, with thousands more residents. Will the road network be able to cope?	No comment - please submit your response to the consultation
The mix of social or affordable housing doesn't work. There are a good few that appreciate it but there are too many blight others lives.	No comment - please submit your response to the consultation
Total disregard for noise pollution, air pollution and light pollution. This is a dark sky area.	No comment - please submit your response to the consultation