

# Sevenoaks Local Plan Regulation 18 Consultation – Questions and Answers

New Ash Green Pop-up Session – Thursday 27 November 2025

## Development Strategy

Question	Answer
Why does NAG have a disproportionate amount of housing sites? How will infrastructure cope?	As set out in the Plan, 1189 units are proposed through draft site allocations at NAG (580 on the Redhill Road site). Together with existing permissions, this would amount to 1,261 units over the 15-year plan period. It is acknowledged that this is a significant scale of growth for NAG. However, NAG is classified as a service settlement in our settlement hierarchy, which is the tier below towns, due to the level of services and facilities in the settlement and therefore is a focus for potential future development. Communities across the District will all feel the pressure of these new proposed developments, but we want to deliver plan-led 'good growth' to deliver infrastructure-led schemes which are of real benefit to existing and new communities. We are developing an IDP (Infrastructure Delivery Plan) alongside the Plan which sets out the infrastructure upgrades which will be required alongside the planned growth, largely funded by the development sites.
Can you confirm 100% of brownfield sites and empty dwellings have been exhausted	The development strategy focuses first on urban and brownfield sites, before considering greenfield Green Belt land. We have had a targeted call for sites, focusing on brownfield land, we have the brownfield register which identifies brownfield opportunities and we have

	undertaken the settlement capacity study to proactively identify brownfield/urban sites. Our housing team also have an active strategy to bring empty homes back into use.
How many dwellings would be required in the Ash and New Ash Green area if housing was shared equally based on existing population?	As set out in the Plan, 1189 units are proposed through draft site allocations at NAG (580 on the Redhill Road site). Together with existing permissions, this would amount to 1,261 units over the 15-year plan period. The population of the District is approximately 121,000 (2023) and the population of NAG is 5704
Why is another new community such as New Ash Green not being considered, or even more than one?	Several strategic scale developments are being considered through this Plan (e.g. Pedham Place, 2,500 units). These options will be tested through the Plan and through the Sustainability Appraisal. The plan includes sites at a range of scales, from 5 through to 2,500 units as smaller sites are delivered faster, but larger sites are more able to accommodate strategic scale infrastructure.
how many tower blocks are planned for central Sevenoaks town?	We are looking at optimising density in sustainable locations, such as high streets and near to train stations. The development briefs (for example for Sevenoaks Station and Land East of the High Street, Sevenoaks), set out the scale and massing of development which may be acceptable in these sustainable locations.
Why is there no planned improved connectivity towards Gravesend?	We are considering improvements to public transport connectivity from NAG towards the North, particularly Longfield Station, and ensure this is incorporated into development briefs for these sites

<p>Shouldn't New Ash Green area be considered as a unique and historic community and therefore not have an even larger area developed alongside?</p>	<p>NAG is a unique settlement, and we are considering conservation area status for some of the settlements. However, it is also classified as a service settlement in our settlement hierarchy, which is the tier below towns, due to the level of services and facilities in the settlement and therefore is a focus for potential future development. Through development briefs for sites, we will ensure any future developments adjacent to NAG, respect and respond harmoniously to the existing SPAN development concept.</p>
<p>Option 2- 1725 excess will these extra units be subtracted from other sites?</p>	<p>If option 2 is progressed, this would leave a small buffer. We are meant to progress a plan with a one-year buffer (1,145 units), to allow for there to be flexibility if certain sites do not come forward as planned. Therefore, any potential 'surplus' is very modest and will likely be used up by any sites which are found to be unsuitable (for various reasons) between the Reg.18 and Reg.19 stages, if Option 2 is progressed.</p>

## Green Belt and grey belt

Question	Answer
Why do you think Nag 9 and Nag 6 isn't classed as merging these two individual villages	<p>The central government definition of grey belt is: Grey belt: 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. 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; and As this is a central government definition, within national policy, we are unable to modify this definition of grey belt.</p> <p>Although extensive grey belt has been identified in the District, for it to come forwards for development, it needs to be situated in a sustainable location i.e. adjacent to a higher tier settlement or railway station.</p> <p>Site NAG6 does not close the gap between NAG and Hartley, although it is acknowledged that it does extend the settlement slightly to the north. As both NAG and Hartley are considered primary service settlements, we are able to protect this gap under purpose b above (stopping merging). Site NAG9 to the south of the settlement does bring it closer to Ash, but Ash is considered a hamlet in the settlement hierarchy, and the above grey belt purposes only</p>
How will we prevent New Ash Green and Harley merging?	
Don't the proposed developments essentially join the village of New Ash Green to the neighbouring village of Hartley and the hamlet of Ash?	
Due to the downgrade of the green belt to grey belt. What will stop the borough from turning into a new build estate. Land is a finite resource.	

	<p>relate to the merging of larger settlements (i.e. towns/service settlements).</p>
Does development on grey belt land necessitate the removal of the land from green belt	<p>We have undertaken a green belt/grey belt assessment (2025) which supersedes the previous assessments and is available on our evidence base page.</p> <p>NAG 6 is located to the NW of NAG, adjacent to the settlement. It does not perform strongly against the 3 GB purposes - 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. It does not complete the gap between NAG and Hartley although it is acknowledged that it does extend the settlement slightly to the north. As both NAG and Hartley are considered primary service settlements, we are able to protect this gap under purpose b above (stopping merging).</p> <p>If Green Belt land has been identified as grey belt and then it is allocated through an adopted Local Plan, then this land is removed from the Green Belt.</p>
Will the 2017 Greenbelt assessment be updated? How?	
NAG6 Would you please explain how this land could now be labelled as grey belt?	
why is there no mention of productive farmland within the greenbelt?	<p>Agricultural land value is a consideration through the site assessment process, and the intention is to try and avoid building on the best and most versatile agricultural land, where possible.</p>

## Housing

Question	Answer
Can you provide the number of extant planning permissions within Hartley and Fawkham and separately new ash green	By administrative ward, between 1 April 2019 and 31 March 2023, 53 market homes were completed in Ash & New Ash Green, 38 market homes in Fawkham & West Kingsdown and 21 market homes in Hartley & Hodsoll Street. Between these dates, no affordable homes were completed within any of the three wards.
Is there any sanction levied on SDC should they not meet the annual number of new homes. These are proposals at this stage, and all sites may not progress.	We want to do everything possible to try and submit a plan which meets full needs. If this is not possible, members will need to decide if they want to submit a plan with a shortfall, given that the previous plan, which did not meet full need, was not successful at examination. If neither option is successful, due to the timeframes of Local Government Reorganisation, it is likely that a plan would be prepared for a wider geography.
Who is going to occupy all these houses. We do not have a housing crisis, only a population crisis.	The housing need in the Local Plan is calculated using the Government's standard method, which calculates need using an existing stock-based approach. The full standard methodology can be found online here at Paragraph 004: <a href="https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments">https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments</a> 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.
Could you share the needs analysis for the housing element of the plan?	
can houses take local need	

exactly how many homes will be built in NAG. noted the forget Royal Oak car park.	A total of 1,189 residential units is proposed for New Ash Green in Policy ST2 - Housing and Mixed Use Allocations. This includes 9 units at NAG2 (The Royal Oak Car Park)
Will the new houses be paying Village Association fees and Residents' Society fees, like we currently do?	We do not have this information at this time.
will housing target be impacted by planning permissions that are unworked	Any permissions granted for residential development, prior to the adoption of the Local Plan, are already included in the 'Extants' category of housing supply and this equates to 3,978 units. We also calculate a 'windfall' allowance, based on the 9-year average of small sites (1-4 units) which have gained planning permission, and this is a separate category in the housing supply, which can be found at table 1.2 of the consultation document. The current windfall allowance equates to 900 units over the plan period.

## Transport and Infrastructure

Question	Answer
Where are the proposed roads, will be built to access area NAG? Has anybody driven around existing local roads?	We are aware that access to Hartley and New Ash Green is limited, and that local roads like Ash Road and Church Road are constrained, which limits capacity. These road access issues will be assessed through detailed transport modelling as part of the Local Plan process. This will inform us what mitigation measures or improvements are required to ensure suitable and safe access for any future development.
What road route do you envisage all this new traffic taking in and out of the village?	
How was your journey here? Do you feel road links support additional development?	
Ash lane is the main access to the A20 for New Ash Green. is single lane at times and is unsuitable for heavy traffic. is this taken into account for NAG9?	
How will Sevenoaks address the very narrow Ash Road if 1,000 houses get built in NAG?	
When it comes to access NAG & Hartley it is very difficult. Why was the plan for a larger road across land from brands hatch through NAG at Betsham cancelled?	
In regard to additional homes projected to be built in NAG and Hartley- What additional road access to these settlements will there be? How is this sustainable?	
I am interested in the area around Ash, how will the road network and local facilities be invested in to support any development?	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

What additional road infrastructure is planned to improve access from Longfield to Hartley and New Ash Green? Ash Road is one of the busiest Class C in Kent.	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.
Since we live on Billet Hill, a cut-through for the M25, what will happen to the traffic? It's already bad.	
If the 2000 units are approved, potentially 4000 more vehicles will require access to NAG and Hartley. What additional road improvements are planned?	
How can you plan for houses without planning for infrastructure? Eg Ash Rd to station. What specific infrastructure will support local roads increased traffic?	
What are the plans relating to Ash Road in Hartley? The proposed sites in Hartley and NAG will put pressure on what is already a very busy road	
What metric do you use to determine what is an acceptable amount of new traffic to introduce to the roads in and out of our village?	There isn't a fixed metric for what is considered acceptable, but rather the transport modelling assesses whether additional traffic would cause impacts on the highway network, and the scale of these impacts, in line with national policy, and what appropriate interventions are required to mitigate these impacts.
What improved infrastructure is planned for developments in the Harley, New Ash Green and Fawkham area?	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.
Can you be more specific about infrastructure? The doctor and schools are at capacity limits. We need infrastructure in place before any housing.	

How far must the local plan consider the impact of services like hospitals and secondary schools to the north of Sevenoaks?	<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:  <a href="https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93evidence_base_documents">https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93evidence_base_documents</a></p> <p>We engage with infrastructure providers, such as health and education authorities, who determine the most appropriate evidence to inform their response to the Infrastructure Delivery Plan (IDP). Their input identifies what improvements are required to accommodate planned growth.</p> <p>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>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>
How will new developments access schooling and doctors with both currently overstretched?	
What metric do you use to determine whether local essential services such as GP surgeries and hospitals can cope with the increased population?	
What public transport would all these new people supposedly use? There is a very limited bus service, and the nearest train station is miles away.	
The doctor's surgery is struggling at the moment. How are they going to cope with all the extra people?	
Will the local plan address the fact that the local bus service is already under threat?	
Will public transport provision be guaranteed and secured for future regular and frequent use.	
Will there be additional Schools built to cope with the potential influx of school age children?	
how will new ash green cope with extra population? i.e. schools, doctors.	

Looking at NAG alone. What are the expected numbers of extra pre-school, primary and secondary pupils by 2042.	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, considering variables such as birth rates, and determine the most appropriate locations, delivery, and timing for provision.
Why has the IDP ignored the need for residents of Ash/Hartley/New Ash Green to travel to Longfield railway station and not proposed improvements at the station?	The IDP relies on information provided by infrastructure providers. Longfield railway station falls outside the district boundary, and Network Rail will engage with the neighbouring authority, Dartford Borough Council, regarding growth and station use, which is considered on a wider strategic scale. We will continue to engage with Network Rail throughout the development of the IDP to understand whether the level of growth in this area, alongside neighbouring authority plans, results in the need for improvement projects.
What plans have been made for the extra water we MUST have?	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 to any upgrade works.
Where is all the water coming from when there isn't enough to supply the area at the moment? We have a hosepipe ban in force even now in November	
This areas is fed by a well - this was under stress this year with climate change - how will this area have enough water if there is more development?	
Is the plan to complete the development of the infrastructure before the completion of new housing development?	Infrastructure projects identified in the Infrastructure Delivery Plan form part of the Local Plan (once adopted) and are then material considerations in the determination

Which comes first - new housing or infrastructure improvements?	<p>of planning applications. This means that if there is a piece of infrastructure that is deemed necessary on a particular site, it will be secured through a legal agreement (Section 106) between the infrastructure provider and the developer, and are enforced, at planning application stage. This ties the developer into either providing the necessary infrastructure directly or making a financial contribution towards its delivery. The timing of infrastructure delivery will be secured through the Section 106 agreement, which will specify, based on the urgency of the project, the stage of development at which the infrastructure must be provided.</p>
IS the plan to develop improved connectivity before the completion of new housing	
Where is the money for improving the infrastructure coming from?	
What are the expected increase in number of cars in NAG by 2042?	<p>The Council does not hold forecasts for the number of cars in New Ash Green by 2042. The transport modelling focuses on trip patterns, network capacity, and development impacts to provide appropriate interventions to mitigate proposed growth. Future car numbers depend on factors like household choices, technology, and national policy, which are outside the scope of land use planning.</p>
Who is responsible for improving the infrastructure - roads, schools, doctors caused by the large increase in population by 2042.	<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.</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</p>

here:

[https://www.sevenoaks.gov.uk/info/20069128/emerging\\_local\\_plan/691/sevenoaks\\_district\\_local\\_plan\\_%E2%80%93\\_evidence\\_base\\_documents](https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents)

We engage with infrastructure providers, such as health and education authorities, who determine the most appropriate evidence to inform their response to the Infrastructure Delivery Plan (IDP). Their input identifies what improvements are required to accommodate planned growth.

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.

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.

Infrastructure projects identified in the Infrastructure Delivery Plan form part of the Local Plan (once adopted) and are then material considerations in the determination of planning applications. This means that if there is a piece of infrastructure that is deemed necessary on a particular

	<p>site, it will be secured through a legal agreement (Section 106) between the infrastructure provider and the developer, and are enforced, at planning application stage. This ties the developer into either providing the necessary infrastructure directly or making a financial contribution towards its delivery. The timing of infrastructure delivery will be secured through the Section 106 agreement, which will specify, based on the urgency of the project, the stage of development at which the infrastructure must be provided.</p>
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## Climate Change

Question	Answer
Given the pressure on local farmland at Ridley, for Solar energy, will housing developers encouraged to build houses with solar panels to reduce this pressure?	Draft Policy CC3 'Low Carbon and Renewable Energy' strongly encourages new homes to be built with solar panels (and other sources of renewable and low carbon energy). Furthermore, the Government is intending to introduce the 'Future Homes Standard' into Building Regulations from 2027 and it is expected that this will mandate the use of solar panels on new homes, as well as requiring low carbon heating systems. This should significantly increase the amount of solar energy produced by the homes themselves and potentially reduce the need for so many large scale, standalone solar farms.
Will the proposed solar installation near the proposed building site be taken into consideration. This is using green belt land	Yes, if the proposed solar farm is granted planning permission, we will need to take into account any cumulative relevant impacts that would now arise from that combined with any nearby sites that are proposed for development.

## Conservation

Question	Answer
In what sense is NAG a historic settlement? If so, its environments should be protected	New Ash Green is referred to as a Historic Settlement in the Green Belt review prepared by Arup due to its 'unique historical identity (largely intact) as a prototype for a new way of living from the 1960s'. This is in reference to New Ash Green being a SPAN development, which is considered of historic interest. Any site proposals which are within close proximity to, or include, heritage assets should take into account the significance of any heritage assets affected, including any contribution made by their setting, in order to understand the potential impact of the proposal on their significance. Sites are expected to be sensitively designed and master planned to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
Nag 6 has ancient public footpaths and bridleways, will these be protected	Yes, Public Rights of Way are designated by KCC and we would expect these to be retained as part of any proposals. We would expect further information on this to be submitted by site promoters as part of this consultation, and this will be taken into account as part of Development Brief work ahead of Regulation 19 next Summer 2026. KCC are also a statutory consultee for the Local Plan and will likely comment on any proposals involving PROWs.
Is there any protection for listed buildings and their settings as there are 8 identified within 200 metres of NAG6	Any site proposals which are within close proximity to, or include, heritage assets should take into account the significance of any heritage assets affected, including any contribution made by their setting, in order to understand the potential impact of the proposal on their significance.

	<p>Sites are expected to be sensitively designed and masterplanned to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Our SHELAA assessments for each site, as you note for NAG6, identify any heritage assets within the site boundary or within 200m of a site, and we will be working closely with our Design and Conservation team to ensure these are taken account of. 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>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 heritage assets in the locality.</p>
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## Design

Question	Answer
How many constraints can planning permission impose on design? layer! to make new development in the rest of NAG	In term of design quality for new developments, Chapter 5 of the Local Plan sets out all our Design Policies and the methods in which we ensure delivery of design quality. In addition to this, we prepare Development Briefs for the sites which are proposed for development within the Local Plan which sets out a vision for the development and a number of site-specific design requirements and expectations.

## Key Diagram

Question	Answer
What is 'improved connectivity' on local plan? Looking at orange dots from NAG to Kemsing for example?	We are considering improvements to public transport connectivity from NAG towards the North, particularly to Longfield Station, and will ensure this is incorporated into development briefs for these sites. Options include a more frequent (developer-funded) shuttle bus to the station and potential improvements to walking and cycling routes in the vicinity. We are also undertaking strategic transport modelling to understand the cumulative impact of the proposed developments on the road network and understand what mitigation or junction/corridor improvements may be required. This work will continue as we move towards Reg.19 (final draft of the Plan) next summer. The key diagram and development briefs will be updated to reflect these proposals.
What is the purpose of the proposed connectivity between New Ash Green and Kemsing? Residents mostly need links to Longfield, Dartford, Bluewater and Gravesend?	
Why are you proposing improved connectivity to Sevenoaks from NAG to Sevenoaks when most people travel north for schools colleges health shops and employment?	
What is the "improved connectivity" between NAG and Sevenoaks, given additional vehicle movements west to the A20, on already narrow lanes, if more house in NAG	
What is meant by improved connectivity between west Kingsdown and New Ash Green	
The plan shows improved connectivity to West Kingstown, where is this to be routed.	
Please explain the proposed improved connectivity between Kemsing and NAG	
How can you improve connectivity?	
What is the improved connectivity between NAG and Kemsing. What is it supposed to do and why?	

Why do people in New Ash Green need to travel to Kemsing- surely, we need to go to Sevenoaks?	

## Duty to Cooperate

Question	Answer
What evidence do you have about sharing housing numbers with Dartford bc who have apparently have surplus housing targets	We have regular meetings with neighbouring councils to discuss precisely these matters. We will eventually need to sign Statements of Common Ground with them to evidence that we have discussed these issues and what agreements we have come to resolve them. We have been in discussions with Dartford Borough Council about their ability to assist us with housing numbers given that they have a small surplus of about 600 homes. At the time of writing, we have not secured an agreement with them but continue to have the discussions. As we are sure you can appreciate, we are not the only council seeking their assistance. These documents will be published alongside our Regulation 19 consultation in Summer 2026.
Is Sevenoaks liaising with Dartford BC about connectivity?	
will Sevenoaks be talking to TMBC about the joint strain on infrastructure the A226/A20 roundabout is already congested as is the roundabout at Wrotham.	

## Local Government Reorganisation

Question	Answer
Will the restructuring of the councils in 2028 affect/influence the choice of sites and will we still meet the national targets if our boundaries are changing?	Government Reorganisation (LGR) is currently taking place in Kent and therefore there is a degree of uncertainty regarding future strategic plan-making across the subregion. However, it is important to progress this Local Plan in line with the agreed timetable, to ensure that local priorities are delivered, for residents, businesses and visitors, and as the organisation evolves into a unitary authority. LGR is likely to take several years, and it is important to have an up-to-date plan in place as soon as possible.
Should the county be divided into unitary authorities, what impact would this have on housing numbers required for this district	
what will be the impact of the local government reorganisation to the local plan	
How will the planned local authority boundary review and restructuring affect the Local Plan proposals?	
If SDC is to join with the other councils in 2028 how will the west Kent group be made aware of the consequences of NAG?	

## Health and Wellbeing

Question	Answer
What regulations are in place to mitigate noise and dust pollution, i.e. watertable in vicinity of developments?	Chapter 6 - Health and Wellbeing of the consultation document includes policies on Health and Wellbeing (Policy HW1) and Environmental Nuisance and Pollution (Policy HW3), which includes noise pollution. Comments are also being requested on policies as part of this Regulation 18 consultation.

## Site Specific Queries

Question	Answer
Who is the developer proposing the development to the south of NAG? What will the 'mixed use' mean in this proposal?	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 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. NAG9 - Land south of Redhill Road is being promoted by Berkeley Group.
the land planned near Ash Church designated as mixed use - what does this mean?	
How will 70 new housing units fit into the centre of NAG without losing vital shops, services and car parking whilst adding parking spaces for the new housing	NAG3 - New Ash Green Village Centre is an adopted Mixed Use site which was adopted in our current Local Plan, the Allocations and Development Management Plan (ADMP) in 2015. The work has not yet been carried out and so has been brought forward into this Local Plan process, looking at optimised densities to make the best and most efficient use of land within our urban areas. Clearly, the more we build within our urban confines, the less we need to build in the Green Belt. This is a key site for New Ash Green, and any proposal would need to include the redevelopment and reprovision of the existing services and facilities that are available at the Village Centre, including the importance of car parking facilities to serve both the village centre and any new residential development.
What will happen to the shops when the development is happening? There are lots of elderly people who rely on the shopping centre	
It looks as though all of the car park at the shops will disappear under these plans. The car park is already atrocious. Will these be replaced	
what proposals for NAG shopping centre?	
How does losing Wellfield community centre improve amenities?	The District Council would not be supportive of the loss of a community centre and would expect that it would be protected or re-provided as part of the proposals. Further

<p>are there any ideas as to how they will put 40 units on Wellfield? is it possible that the site will be cleared up and rebuilt?</p>	<p>information on this is expected from the site promoters/landowners as part of this Regulation 18 consultation. The proposed capacities were put forward to us by the site promoter/landowner. We will be undertaking further capacity testing for all sites, ahead of Regulation 19 stage (for sites that move forward to this stage), to understand if these figures are achievable on each site. We do expect that some site capacities as currently proposed may go up or down at Regulation 19 stage.</p>
<p>What will be put on HART 6 and who submitted the numbers</p>	<p>HART6 is proposed for potential allocation for 114 residential units. These figures were put forward to us by the site promoter/landowner. We will be undertaking further capacity testing for all sites, ahead of Regulation 19 stage (for sites that move forward to this stage), to understand if these figures are achievable on each site. We do expect that some site capacities as currently proposed may go up or down at Regulation 19 stage.</p>

## Site Selection Process

Question	Answer
In the SHELLA Assessment NAG 6 has been identified as no existing use when in fact this land has been farmed for hundreds of years up until present date	The existing use assessment in the SHELAA refers to allocatable uses as part of a Local Plan process, for example housing and mixed-use, employment, community or gypsy and traveller uses. Environmental uses such as agricultural land quality are separate considerations in the SHELAA assessments. The full methodology can be found on the evidence base webpage.
Why are golf courses not being considered for housing?	We have assessed some golf courses as part of the Local Plan process, for example at Pedham Place, Broke Hill Golf Course and Kent and Surrey Golf Course in Edenbridge. The sites that we assess depend on the availability of the sites submitted to us. Not all golf courses across the District will be available for development and have therefore not been submitted to the Local Plan process by the landowners for consideration for development.
Why is government owned land not considered for housing? ie The Chevening Estate	As above, government owned land would be assessed through the Local Plan process if it has been submitted to us as available for potential development by the landowner.
What if landowners don't want to sell the land designated in the local plan?	As above, site promoters and landowners have submitted land that is considered available for development, and this usually means that the landowner is supportive of the development of the land. The landowner is not required to sell their land through this process, although they may decide to sell to a developer. The District Council is not looking to purchase the land proposed in the site allocations.

Why is 114 houses in Hartley adjacent to downs valley + bankside in the plan? When this is agricultural land in the green belt bounded by protected borders	The full site assessment (SHELAA assessment) for this site (HART6) can be found as part of Appendix C - Suitable Sites of the SHELAA on our evidence base webpage and shows the detailed site assessment for the site and reasons it is considered as a potential suitable site at this stage of the Local Plan process.
Why is SDC allowing private landowners and private commercial developers to determine where homes are built?	Part of the Local Plan process, nationally, is a 'Call for Sites' exercise which invites landowners, developers and site promoters to submit potential land for development. The sites are then assessed through the emerging Development Strategy and Strategic Housing and Economic Land Availability Assessment (SHELAA) process.
How did you end up with these proposed sites? Did SDC just choose them, or did landowners submit plans/proposals to SDC?	
Is there any protection for listed buildings and their settings as there are 8 identified within 200 metres of NAG6	Any site proposals which are within close proximity to, or include, heritage assets should take into account the significance of any heritage assets affected, including any contribution made by their setting, in order to understand the potential impact of the proposal on their significance. Sites are expected to be sensitively designed and masterplanned to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Our SHELAA assessments for each site, as you note for NAG6, identify any heritage assets within the site boundary or within 200m of a site, and we will be working closely with our Design and Conservation team to ensure these are taken account of. 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>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 heritage assets in the locality.</p>
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## Consultation

Question	Answer
<p>Why didn't we have a say / consultation on the settlement hierarchy document published in September 25 just before the Local plan</p>	<p>This consultation also includes comments on the Local Plan evidence base, via our online survey. This is the consultation on all evidence base documents, including the Settlement Hierarchy. 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>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,</p>

	<p>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 heritage assets in the locality.</p>
Is the loss of beautiful rural countryside a legit basis for objection to a housing development?	Yes, all objections are accepted and will be considered as we move to Reg 19 in Summer 2026 with the updated version of the Local Plan Document.

## Settlement Hierarchy

Question	Answer
Why is New Ash Green considered to be a service hub - dodgy bus service and train 3+ miles away?	New Ash Green has been identified as a Primary Service Settlement through the update to the Settlement Hierarchy. In short, an audit was undertaken for all settlements across the District looking at all public services that serve the residents that live there including shops, recreation grounds and many more. We used a methodology which looked at only including services which are deemed as safe to access and are in safe walking/ cycling distance of the settlement boundary, this was agreed by Members and can be viewed alongside the full document and proformas on our evidence base page here: <a href="https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents">https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents</a>
What criteria did you use to designate NAG as a primary service hub?	

## Other queries

Question	Answer
who estimated traffic monitoring system in autumn half term?	No such traffic monitoring was carried out by the Council or our transport consultant in the recent half term. We are unaware what this related to or who did it. It's possible it could have been a developer undertaking their own surveys, and any such data they submit to us to support their sites will be scrutinised, including whether they were carried out at appropriate times.
What proportion of Sevenoaks residents live in Ash and New Ash Green? What proportion of the proposed properties are in and around Ash and New Ash Green?	The number of proposed units across all sites proposed for New Ash Green total 1,189 as per policy ST2 in the Local Plan Document. The current population of New Ash Green and Ash as identified in the Settlement Hierarchy proformas are 5704 and 356 respectively.
Will there be compensation for devaluation of our properties as they will no longer be in a rural location	Property devaluation is not a planning consideration.
Could you provide a link, if it is a single document, to the grey belt assessment please.	The green belt assessment document and its associated documents can be found on our evidence base page under the section 'Green Belt & Environment' using the link: <a href="https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents">https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents</a>
The site at Ash Place Farm is landlocked with no viable way to provide sufficient access points. It would also join the ancient village (Doomsday)of Ash with NAG	No comment - please submit your comments to the consultation

Estimated pop. increase 3000 of which 700 will be children, doctors and schools cant cope	No comment - please submit your comments to the consultation
The original prospectus of NAG said there would be rigid control and it would always be a sustainable sized village in the countryside-proposals are not in line	No comment - please submit your comments to the consultation
You mention transport improvements, but you can't expand Longfield to accommodate the extra commuters to London. Where do you expect them to park?	No comment - please submit your comments to the consultation
There's no mention of upgrading the roads bearing in mind the difficulty of getting out of NAG	No comment - please submit your comments to the consultation
There is no mention of expanding the doctors surgery and schools	No comment - please submit your comments to the consultation
Ash village proposal of 580 - road is already narrow and has few paths and is a rat run-increase would make this dangerous for the community - children/ elderly	No comment - please submit your comments to the consultation
We need better buses to local towns to support this plan	No comment - please submit your comments to the consultation