

Sevenoaks Local Plan Regulation 18 Consultation – Questions and Answers

Otford/Kemsing Pop-up Session – Tuesday 25 November 2025

Development Strategy

Question	Answer
Why does dev in the district always fall in areas to the north of the town, rather than the Kippington or south side of Sevenoaks?	Many sites which were submitted to us to the south of Sevenoaks Urban Area are greenfield sites washed over by National Landscapes. This combination means that these sites are contrary to the proposed Development Strategy at Policy ST1.
Why is the area south of Sevenoaks virtually untouched?	
Instead of various areas why not build 1 large new town south of Sevenoaks	Different options have been considered through the SA (Sustainability Appraisal) process. Several strategic scale sites are proposed e.g. (land north of Sevenoaks, 1500 units / Pedham Place, 2500 units). However, it is important to have a range of different sized sites, as smaller sites are much more deliverable, whereas larger sites take much longer to be built out, often beyond the end of the 15-year plan period and often require the implementation of strategic infrastructure improvements (such as road junctions), before they can be unlocked.
If transport links were prioritized, then how were the Kemsing sites allocated? There are little to no public links	Kemsing is a secondary service settlement, as assessed through our settlement hierarchy (2025). This means that it has a number of facilities and services which could help support growth. Public transport is assessed as part of the audit, but there is also the potential to augment existing services alongside future development.

<p>How is building such a large number of homes near Otford/Kemsing 'protecting the environment and unique character of the area'?</p>	<p>Otford and Kemsing are both service settlements, in accordance with our settlement hierarchy, due to the level of services and facilities available. Therefore, growth in and around these settlements is proposed through the local plan, as potential sustainable locations for development</p>
<p>Given the 950 houses due to be built on Sevenoaks Quarry site, does it feel responsible to propose 2000+ dwellings in the immediate area?</p>	<p>The land north of Sevenoaks is proposed for 1,500 units and the Tarmac quarry has consent for 950 units. Sevenoaks town is the District's principal town, as assessed through the settlement hierarchy, due to the level of services, facilities and transport options available. Therefore, it is proportionate that a greater level of growth is proposed in this location. The site to the north of Sevenoaks is bounded by two railway stations (Dunton Green and Bat and Ball) and it is suggested that the No.8 bus route would be extended to serve the site.</p>

Green Belt and grey belt

Question	Answer
<p>Regarding OT2. How can grade 2 prime agricultural land, alongside the North Downs Way be considered grey belt where there is no access</p> <p>Does the large green area of land currently grazed by sheep next to the wildlife reserve really meet the definition of Grey Belt?</p>	<p>The definition of GB is now tightly defined by central government as 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. Purpose (c) safeguarding the countryside from encroachment is specifically excluded from the definition.</p>
<p>If the area that prevents seal and 7oaks meets the need for green belt under S b why is this not true of the area north of 7oaks which will join Otford to 7oaks</p>	<p>The gap between Sevenoaks and Seal is very limited (i.e. one field) and if that parcel is developed, it would literally merge the two settlements. The gap between Sevenoaks and Otford is larger and there is also the motorway corridor which provides a barrier</p>
<p>Why were ARUP not required to assess grey belt using footnote 7?</p>	<p>Footnote 7 relates to exclusions based on designated assets such as National Landscape and heritage. To judge whether the policies relating to the assets would provide a strong reason for restricting/refusing development, there needs to be a certain level of information available about</p>

	<p>the proposed development. Therefore, this is a two-stage process, to first identify provisional grey belt, and then secondly, to consider if the site contains or is near to any footnote 7 assets, and then to consider these would provide the 'strong reason' for restricting development.</p>
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Housing

Question	Answer
Sevenoaks has 52,000 homes. This 17k is a 33% increase. The population has remained static. Who are we building these homes for?	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: 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.
Is there clear proof of local demand year on year?	
Where is the justification data for the much-needed housing?	
Does Sevenoaks have the need for the number of houses that government has said we have to build?	
What evidence is there that so much new housing is required in Kemsing? Road infrastructure won't be able to support it.	
How did government come up with our new target 63% increase	
Will the London boroughs move the people they cannot house us	
How do we know that houses will be prioritized for locals?	
Could the required housing figures change where a new government is elected?	Yes, a new government could change the way that housing needs are calculated, and produce updated national planning policies. However, the next scheduled General

	Election, due by August 2029, is not until after the envisaged adoption date for this Local Plan.
How do you ensure that approved sites do not end up being permanent construction sites with developers putting a spade in the ground and then just walking off?	We appreciate and share in the frustration of this issue. As a planning department, we unfortunately have very limited mechanisms to encourage or incentivise development to be progressed once planning permission has been granted. However, we are aware that the government is currently exploring options for how to ensure that build outs are achieved on sites with planning permission.
How can we ensure that new local houses, which are empty or approved but not under construction, are enforced sustainably and used as intended?	
How many of the 1,145 new homes a year target is currently planned for urban and built-up areas?	All proposed site allocations for housing are listed at Policy ST2 of the consultation document, which sets out whether each site lies within urban confines, previously developed land, or the Green Belt. Of the proposed sites (132), 40 sites are proposed within urban confines.
The Otford housing needs survey received fewer than 40 responses, the 150 homes on OT2 seem drastic and disproportionate. How was the number 150 calculated?	The District has undertaken a 5-year rolling programme to prepare Parish Housing Needs Surveys for all parishes in the District. These studies look at need arisen from within the Parish specifically, but do not consider wider housing needs across the District or people moving into the District. The Standard Methodology calculates the total housing need per Local Authority and the Targeted Review of Local Housing Needs (TRLHN) 2025 forms the District's evidence base on district-wide affordable housing need and identifies a need for 353 affordable homes per year across the District up to 2042.
Have you considered sites that are landbanked by developers + not built on?	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

The Q&A online mentions 4000 already approved houses/units which are unbuilt. If this is correct should these not be built first before further approvals given?	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. Permission for Fort Halstead is included in this total.
Has expansion to Fort Halstead been considered?	
Is Fort Halstead included in the numbers? And if not why?	
Is there a sequence of sites release/development of the site over the 15-year period?	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.
What happens if with evidence & at Reg 19 we can't build enough homes- do we have to revisit previously unsuitable sites? Or Gov overlooks it?	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
If the council opts for Option 1 and falls short of the housing target, how likely is it that the Gov will take over the process? What can the council do?	

	Government Reorganisation, it is likely that a plan would be prepared for a wider geography.
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Transport and Infrastructure

Question	Answer
Promised infrastructure increase to support new population has not happened in Maidstone or Bexleyheath. What assurances do we have that it will happen here?	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 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.
How do you ensure that developers build the infrastructure needed (schools, roads) when they build the houses?	
Fit for purpose infrastructure must be provided first. Can there be any assurances in this regard?	
Who is paying for the infrastructure?	
Can there be any guarantees that infrastructure will be provided?	
Will new schools be built to accommodate thousands of new people and if so where and how do you ensure the developers actually build them?	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.
A doctors surgery was promised for Dunton Green from developers which didn't happen so if this happens again where does everyone go?	In the case of Dunton Green, the legal agreement included an alternative clause allowing a financial contribution as an alternative to providing a doctor's surgery. While we understand the lack of surgery was disappointing, how that contribution is used, such as whether to deliver a new facility or invest in existing services, is determined by the relevant infrastructure provider, for example the NHS,
Dunton Green's Ryewood was meant to include services like a GP surgery which didn't materialise. How will you ensure this doesn't happen again?	

	based on their operational priorities. We work closely with these providers to identify needs and secure contributions through the planning process.
How do SDC quantify the extra schools, GPs etc. will actually be provided/built, rather than a financial donation into SDC coffers?	<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 here: Link</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>
Supporting infrastructure will be key - are there any more details about roads, water, sewerage, schools, doctors etc.	
GP provision for Otford is already bad- how will this cope with proposed development?	
The plan refers to infrastructure improvements. Can further detail be provided on what specifically is planned for Otford and when this will be delivered?	
What public transport improvements are proposed? Where can these be viewed?	
Has the impact on water supply and sewers been considered?	
Are there any new roads, safe and lit footpaths proposed? If so, where can these plans be viewed?	
Due to these new homes would new primary and secondary schools need to be built in Otford/ Dunton Green?	

We are closing schools in the SE and reducing numbers of classes in Sevenoaks. There is a declining birthrate in the UK. How does this affect future needs?	<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> <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, considering variables such as birth rates, and determine the most appropriate locations, delivery, and timing for provision.</p>
How can you consult on only an EMERGING infrastructure delivery plan? We only have 1/2 a picture	
roads & trains are too congested today. How does the plan prevent it getting worse? How will road bottlenecks not get worse? More trains or carriages?	<p>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>
Bat & Ball junction is having new roundabout with Quarry dev BUT Local Plan allocates extra 2000units- how will the junction cope? What further plans for +traffic?	
Please can you give some indication of road links from Kemsing and Seal into Sevenoaks	
Kemsing- c.400 houses proposed, but all the roads to the village are very constrained- what road improvements are proposed?	
What about the traffic as it is chaos now	

The A25 is already an overused road with major problems of overuse. How will 900 houses in the quarry plus 400 in Kemsing cope How will we get out of Kemsing?	
Will Pilgrims Way West be improved?	
If 150 houses are built at OT2 (that's 300 cars minimum) how will Pilgrims Way West cope with all that extra traffic flowing into it? The road is tiny.	
What improvements are planned for roads between Otford and Kemsing?	
What measures will be taken to address heavy traffic (and queues of traffic) from Otford towards Sevenoaks?	
Traffic on Pilgrims Way East- we struggle to exit Tudor Drive during rush hours. How will SDC manage increased traffic flow?	
How will the roads cope with the increased traffic?	
How will road infrastructure cope with large devs along Rye Lane and Telston Lane? It will be chaos.	
The traffic in Otford is already extremely heavy, the roads are regularly being repaired, and cars are often queuing causing pollution, has this been considered	
The road infrastructure around the North Sevenoaks site is already heavily congested around peak times. How will this be managed with the planned development?	

How do you envisage to improve / resolve the current and future traffic jams expected to be worsened by the additional 30% of houses / cars?	
Pilgrims Way West & East are already impossibly congested and have no pavements, & serious accident hotspots. How will this be fixed?	
How will transport infrastructure be updated? The existing infrastructure is old and is not able to meet demand.	
Why is there no mention under constraints of highway capacity particularly Bat and Ball and Riverhead which are already operating at or close to capacity	
Can we get rid of the car park at Sainsburys local that makes bat and ball a nightmare junction unnecessarily?	
OT2- will a key support facility be built first as a planning condition?	OT2 is currently proposed as a residential site only, and no specific community facility is identified. Wider infrastructure needs, such as schools and health provision, to support the proposed growth are considered strategically through the Infrastructure Delivery Plan. The timing of any essential supporting infrastructure for OT2 will be agreed through the planning application process, including conditions or Section 106 obligations as appropriate.
Where are the roads going to be built to access these homes in Otford to stop the chaos in traffic	We recognise that Otford is served by constrained roads, which limits capacity. These factors will be assessed through detailed transport modelling as part of the Local

	Plan process. This will inform what mitigation measures or improvements are required to ensure suitable and safe access for any future development.
Assuming the necessary infrastructure is built by developers how will you ensure that we have the people to staff it (teachers etc) so it's not an empty school?	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 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.
What will the infrastructure improvements be at Kemsing station?	The proposed growth set out in the Local Plan may result in the need for improvements at these train stations. Any changes or upgrades identified by Network Rail to accommodate this growth will be set out in the Infrastructure Delivery Plan.
What will the improvements be at Otford train station?	
Whilst Otford and Dunton Green stations provide links into London, the services are already vastly overloaded; what is the proposal to deal with this?	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 to

Will the area see a doubling in the number of trains running through, additionally impacting the surrounding environments	accommodate additional passengers will be identified in the Infrastructure Delivery Plan.
The Otford Station parking lot is full by 8:30am everyday. If even half of the incoming home owners work in London that's thousands more cars. Parking where?	We have worked closely with infrastructure providers, including Network Rail and KCC Highways, to understand what's needed to support the growth proposed in the emerging Local Plan. This has helped us identify emerging infrastructure requirements and also any existing pinch-points and capacity constraints that need to be addressed. As the emerging Local Plan progresses, we will continue discussions with infrastructure providers to ensure an appropriate level of station parking is planned for.
Areas near the station have been targeted; our station is small, and parking is limited. How has growth been considered for existing stations and residents?	
Water- spring in an Otford house almost dried up and still hosepipe ban- where will the water come from? There is no new reservoir.	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.
There is a water shortage. Where is the water supply coming from?	
We are on a hose pipe ban since early summer. SE Water's 2 reservoirs that serve this area are still only at 60% full & 48% full. How can the system cope?	
As Sevenoaks has a water shortage problem at the moment, how could South East Water cope with thousands of extra dwellings	
Currently have a hosepipe ban- how can we support water supply to new houses?	

<p>Water- there is no water in Kemsing and still a hosepipe ban- could the Darent Valley floodplain be set aside for a reservoir to supply new houses?</p>	<p>The Darent Valley floodplain plays a critical role in managing flood risk and cannot be repurposed as a reservoir without significant environmental and regulatory implications. 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.</p>
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Walking and Cycling

Question	Answer
<p>Cycle routes are mentioned, but the route in Bradbourne Vale Road is not used. Why is it necessary to provide new unused routes?</p>	<p>The route along Bradbourne Vale Road was only recently completed, and behaviour changes take time. We held a launch event in October 2025, which was well attended by over 100 residents, so we know it is already being used. Providing new walking, wheeling, and cycling routes supports national policy objectives to promote sustainable transport, addresses climate change, and deliver a connected, safe network that encourages more people to walk and cycle over time, rather than relying solely on existing provision.</p>
<p>Since pandemic there has been an increase in visitors to the district to do walks from Otford- dev at Dunton Green will impact walking routes.</p>	<p>We understand the importance of walking routes and the increase in visitors enjoying them since the pandemic. Development at Dunton Green will be planned with consideration for public rights of way and green infrastructure. Our aim is to protect and, where possible, enhance access to walking routes through measures such as maintaining existing paths and improving connectivity. These matters are addressed through Local Plan proposed policies, engagement with the KCC Public Right of Way team through the Infrastructure Delivery Plan and detailed design at the planning application stage.</p>
<p>How do you persuade people out of their cars as it seems unlikely roads will cope given that they barely cope now?</p>	<p>We recognise the challenge of behaviour change and the convenience of private vehicle use. Persuading people out of their cars is not about one single intervention but about providing convenient and safe alternatives so that driving is not the default choice. We acknowledge the potential for modal shift to active travel for shorter journeys and</p>

	<p>continue to engage with transport providers to improve public transport services. Proposed policies T1 and T2 encourage sustainable transport modes through measures such as creating walking, wheeling and cycling routes and providing flexibility in travel choice. We cannot deliver a sustainable movement network alone and will continue to work with key infrastructure and public transport providers to move this forward.</p>
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Health and Wellbeing

Question	Answer
Will you be putting lights in the village?	There are currently no specific plans for lighting. New sites may propose lighting when they submit further details through this consultation.

Natural Environment

Question	Answer
<p>What does “protecting the natural environment” mean in real terms, when such a large area (that was previously categorised as green belt) will be built on?</p>	<p>National planning policy sets out that Local Plans should allocate land with the least environmental value and that we should protect and enhance valued landscapes e.g. National Landscapes and sites of biodiversity or geological value e.g. Sites of Special Scientific Interest. At this stage this is undertaken through the site assessments where a site's relationship with valued landscapes and sites of biodiversity value (SSSIs, Local Wildlife Sites, Ancient Woodland, National Landscapes) are taken into account. Moving forward, feedback as part of this consultation and more detailed ecological surveys and impact assessments, as necessary, will help us understand the impact of proposals on the natural environment and what measures can be and need to be secured to mitigate or compensate for significant harm to biodiversity, where that has been identified.</p>

Development Briefs

Question	Answer
<p>With regards to the Rye Lane development, will you consider making Rye Lane a non-through road so the new development doesn't gridlock that end of Otford?</p>	<p>Our Development Brief for SEV24 Land North of Sevenoaks currently proposes that the primary vehicle access points for SEV24 Land North of Sevenoaks will be from the southern end of Rye Lane and from Otford Road. Specific improvements/changes to highways, such as Rye Lane, which may be required as a result of the development have not been identified at this stage. Further work will be undertaken as we progress with the Local Plan, including transport modelling, which will look to identify where highways and infrastructure upgrades will be required.</p>
<p>is 2,500 homes for Pedham Place the limit? Can this be increased?</p>	<p>The current capacity of 2500 dwellings for Pedham Place have been provided by the site promoter. As we progress with the Local Plan, further assessments may influence the number of dwellings proposed for sites and these could be subject to decrease or increase.</p>

Settlement Hierarchy

Question	Answer
<p>What is a Secondary Service Settlement i.e. Kemsing. Why increase connectivity to Ash Green. All villages south of the North Downs have affiliation to Sevenoaks</p>	<p>A Secondary Service Settlement is a new tier of Settlement included in the 2025 revision of the Settlement Hierarchy. Kemsing alongside West Kingsdown, Eynsford, Seal, South Darenth, Pratts Bottom and Hextable. Improved connectivity between settlements as they appear on the Sevenoaks Key Diagram are indicative but highlight a priority of ours to improve connectivity between settlements through rail, bus etc. A Primary Service Settlement, similar to a Secondary Service Settlement, is a new tier of Settlement included in the 2025 Settlement Hierarchy. These tiers are based on the total score a Settlement received based on its services that serve the residents there. The full methodology can be reviewed on our evidence base which I will link here: https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents</p>
<p>What defines a primary service development? I thought I lived in a village.</p>	
<p>Why is Dunton Green being treated as Sevenoaks Urban area when it's a parish? This has distorted assessment of SEV24 and SEV16 - historically high performing GB</p>	<p>Dunton Green is within the Urban Confines boundary of Sevenoaks Urban Area, this is historic boundary which has been used in previous iterations of the Settlement Hierarchy.</p>
<p>Can you please explain why Dunton Green is the only village to be labelled 'urban' on your plans? It's anything but urban.</p>	

Key Diagram

Question	Answer
<p>Improved connectivity between Kemsing & NAG but this is not busy. Dev plans will increase traffic on Pilgrims Way East- what improvements are proposed.</p>	<p>The strategic transport assessment looks at proposed traffic growth related to the proposed development, identifies hotspots and proposes mitigation. The junction of Pilgrims Way East with Shoreham Road in Otford is identified as a transport hotspot in need of mitigation, which would need to be funded by development sites, in order for these to come forward</p>

Site Specific Queries

Question	Answer
<p>Why has no development taken place in Sevenoaks on the Farmers Pub site and the old Edwards Electrical, both presumably are brown field sites?</p>	<p>We appreciate and share in the frustration of this issue. As a planning department, we unfortunately have very limited mechanisms to encourage or incentivise development to be progressed once planning permission has been granted. However, we are aware that the government is currently exploring options for how to ensure that build outs are achieved on sites with planning permission.</p>
<p>Why have 201 houses close to Fort Halstead on National Landscapes not in your presentation info?</p>	<p>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. The permission for Fort Halstead is included in this total.</p>
<p>The small plot of land for 718 homes in Rye Lane- has this land been sold to the council already?</p>	<p>The Council is not intending to use CPO (Compulsory Purchase Order) powers to assemble land, as land is being promoted to us through the 'call for sites'. These land promoters/developers would also then progress a planning application on the sites in due course (i.e. the Council does not purchase or buy the land, it is the promoters/developers that bring these sites forward for development).</p>

<p>Why not include Pedham Place now- can it not be reclassified out of the National Landscape?</p>	<p>Pedham Place is included in Option 2 - for consultation. It is situated in the National Landscape and therefore sits outside of our development strategy, which seeks to focus strategic scale growth outside of protected landscape areas. Even if this site comes forward through the Local Plan, it is outside the remit of the Council to change the National Landscape boundaries (this would be undertaken by Natural England in conjunction with the National Landscape units)</p>
<p>Are you planning to widen rye lane or will access be limited from the Sevenoaks north new sites on to rye lane?</p>	<p>Our Development Brief for SEV24 Land North of Sevenoaks currently proposes that the primary vehicle access points for SEV24 Land North of Sevenoaks will be from the southern end of Rye Lane and from Otford Road. Specific improvements/changes to highways, such as Rye Lane, which may be required as a result of the development have not been identified at this stage. Further work will be undertaken as we progress with the Local Plan, including transport modelling, which will look to identify where highways and infrastructure upgrades will be required.</p>
<p>How will you get to the site you plan to put in rye lane</p>	<p>Our Development Brief for SEV24 Land North of Sevenoaks currently propose that the primary vehicle access points for SEV24 Land North of Sevenoaks will be from the southern end of Rye Lane and from Otford Road. The Movement Plan on page 14 of the Development Brief illustrates the proposed movement routes. Other access points for walking and cycling are proposed at Dunton Green Station, SEV19 Land East of London Road and along Otford Road.</p>

OT2- how will access to the development be achieved?	We would expect site promoters to submit additional details in relation to access and capacity as part of this consultation and we will also be consulting with KCC highways to determine whether proposed access points are suitable. This will feed into the SHELAA update for Regulation 19 and into Development Briefs.
Will you block the rye lane so it is not a through road to stop the chaos of the traffic that is built up when roads are blocked	Our Development Brief for SEV24 Land North of Sevenoaks currently proposes that the primary vehicle access points for SEV24 Land North of Sevenoaks will be from the southern end of Rye Lane and from Otford Road. Specific improvements/changes to highways, such as Rye Lane, which may be required as a result of the development have not been identified at this stage, however these comments are noted and will be looked into as we progress with the Development Brief for this site.
On site KEM5, classification is 'mixed use'. What non-housing uses are proposed?	At this stage that is TBC, we would expect additional information on this site including what the non-housing proposals are for this site during this consultation period by the site promoters
If OT2 is approved to proceed, will existing houses impacted by access options be directly contacted?	Yes, any existing housing that are impacted by this, the developers of the site would directly get in contact with residents.
Nothing has been mentioned about the wildlife reserve behind Wickens Meadow area in regards to Rye Lane development.	The Sevenoaks Wildlife Reserve, which is also designated as a Site of Special Scientific Interest, is noted at the site assessment stage which is found in the Strategic Housing and Economic Land Availability Assessment (SHELAA). The relationship of SEV24 Land north of Sevenoaks, west of Otford Road to the wildlife reserve/SSSI is also noted on

	<p>page 53, including that the proposal would need to be designed to respond to it. Finally, the draft development brief for the above site also addresses it, noting the reserve as a defining asset and that co-operation with the Kent Wildlife Trust will be required to ensure the reserve's ecological and recreational role is preserved, enhanced or extended. Should this site proceed, the developer will be required to undertake further work in relation to the proposal's ecological impacts, including whether it would result in adverse effects upon the SSSI and if so, whether these could be avoided, mitigated or compensated for.</p>
<p>Please can you tell us more about OT2, what are the access routes which are being considered?</p>	<p>It has been identified that new/ additional access will be required for this site but, this is information which we would expect to be submitted to us by the site promoter during this consultation period.</p>

Site Selection Process

Question	Answer
What is the risk of additional zones/development sites being added?	There is an opportunity for landowners and site promoters to submit additional sites as part of this consultation, and they would be assessed in line with the emerging Development Strategy and Strategic Housing and Economic Land Availability Assessment (SHELAA) process (site assessments).
Most of the CO2 emissions comes from transport. Have the average of 2 additional cars per household and the associated noise & air pollution been considered?	No, there has been no specific calculation of the emissions resulting from additional cars and this is not a requirement of national planning policy. However, the Council's Environmental Health team have reviewed all the sites and advised where noise, air quality and contaminated land assessments will be required. For air quality and noise, these are generally sites closest to the strategic road network or other particularly polluting uses. These outcomes can be seen in the individual site assessments here: https://documents.sevenoaks.gov.uk/Environment%20and%20Planning/Planning/Planning%20Policy/SHELAA%2025%20Appendix%20C%20-%20Suitable%20Sites.pdf . That is not to say that these issues will not be considered across other sites. All sites will need to demonstrate that they have taken opportunities to improve air quality or mitigate any impacts that are identified, such as through traffic and travel management, and green infrastructure provision and enhancement, in line with national policy.

<p>If Pedham Place gets approved, this would take housing numbers above the required need. Therefore, would this reduce the number of housing required elsewhere?</p>	<p>The target for the District is 17,175 over 15 years. Option 2 (18,900 units) meets need with a small buffer of 1,725- or 1.5-years supply. 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>
<p>What circumstances would lead to a site not being brought forward in 2026?</p>	<p>There are many reasons as to why a site could potentially fall out and not be brought forward to Reg 19 in 2026, these could include identified site access issues, infrastructure pinch points highlighted which cannot be resolved etc.</p>

Consultation

Question	Answer
For SEV16 and SEV24 it should be made clear that people need to submit responses for both sites online even though they are immediately adjacent.	On the online consultation there is space to comment on each specific site regardless of their proximity to one another.
The slide presentation at the start couldn't be read as it was so small. Hardly a fair way to treat residents?	Feedback noted.
Where can the transport modelling be viewed?	The transport modelling can be viewed on the Evidence Base page of our website under Transport and Infrastructure using this link: https://www.sevenoaks.gov.uk/info/20069128/emerging_local_plan/691/sevenoaks_district_local_plan_%E2%80%93_evidence_base_documents
Can you talk about recent experience of similar consultations in Sevenoaks? And how views were vetted and adopted into a revised plan?	We often see additional evidence submitted which would change the suitability outcome of a site. This could be any planning consideration assessed through the SHELAA process, for example highways access or capacity, flooding or environmental constraints. These considerations must be supported by evidence to form a justifiable basis to list a site as unsuitable.
As a village community how best would we approach bringing a collective view on the Local Plan to mitigate the impact on the village.	The parish council will provide a response on the Local Plan and residents can feed into their local councilors if they wish (or provide their own individual responses). In terms of mitigating the impacts on the village, responses related to impacts on community/social infrastructure will be useful, to understand existing and future capacity.

what are the considerations you will take any notice of in changing this plan?

All comments made on sites/ policies, for example infrastructure concerns etc. will be carefully looked at and considered as we move forward to Regulation 19 in Summer 2026.

Other queries

Question	Answer
Where are these pads going to be built?	<p>The proposed allocations that are included in this version of the Plan can all be viewed on our interactive map which I will link here:</p> <p>https://sevenoaks.maps.arcgis.com/apps/instant/sidebar/index.html?appid=08951aca4f3441db833815f18075ee85</p>
The OT2 site assessment ends with “SDC comments” - specifically that it is not considered appropriate for allocation - so why is it in the plan?	<p>This is a typo in the site assessment document, and we have made a note for this to be rectified should this site proceed to Regulation 19. The rest of the site assessment for OT2 makes clear that the site is considered suitable at this stage.</p>
<p>Can SDC say “no” to central government?</p> <p>Why can't we say 'no' to central government. We are told to build x number homes, but we seem to be so crowded - our streets are full of cars. Parking is well nigh impossible. Surely we can stand up to London + tell them that we do not have the infrastructure</p>	<p>Our Leader wrote to central government to object to the new standardised method for calculating housing need and the resultant 63% increase in the housing target for 63%, together with policy changes such as 'grey belt'. Although a response was received, the NPPF has been published, and the upshot is that we need to plan to meet this full need (1,145 homes per year over the 15-year plan period, so 17,175 in total). The Leader is intending to write to Government again, following Ministerial changes, seeking a meeting to discuss the implications of National Planning Policy changes on our District. Whether government would intervene to produce plans on behalf of the local authorities remain to be seen, but central government does have these powers and has used them recently, for example to direct Stockport to publish a consultation draft plan before Christmas.</p>

How does this plan support the government's "levelling up" policy - to grow economies in the north of England?	The Plan uses the Government's standard method of calculating housing need, which is a stock-based approach, adjusted for affordability. We then have to try and produce a plan which accommodates this full need.
What is a sustainable location?	Sustainability covers many angles (social, economic, environmental), but from a plan perspective, we consider a sustainable location one that is well served by local facilities and services, for example including schools, GPs, local shops, public transport etc. This is considered through the settlement hierarchy (2025) and there are a number of key services which are highlighted. The top tiers of the settlement hierarchy (towns and service settlements) are considered the more sustainable locations for future growth
Has anyone modelled the changes to council tax that will result and can you share what impact these plans will have to current levels please?	Boosted housing number will no doubt boost council tax receipts, but these homes will be delivered/phased over a long timeframe (15 year plan). Please contact the Finance team for specific figures.
Recent changes to our area had negative impacts that planning haven't considered. Why would we have any faith in these plans that are much larger in scale?	Please respond to the consultation setting out these negative impacts that have resulted from recent development, and this information is useful in formulating the future plan. The Local Plan aims to deliver improvements in infrastructure alongside planned growth, to ensure that there are benefits for existing and future communities.
Will there be compulsory purchases?	The Council is not intending to use CPO (Compulsory Purchase Order) powers to assemble land, as land is being

<p>What about compulsory purchase orders? Those in Rye Lane will be completely engulfed by this proposal on every side?</p>	<p>promoted to us through the 'call for sites'. These land promoters/developers would also then progress a planning application on the sites in due course (i.e. the Council does not purchase or buy the land, it is the promoters/developers that bring these sites forward for development).</p>
<p>If this is a Labour gov policy, can the council not just delay/frustrate the process until Labour is removed at the next election?</p>	<p>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. There may be government changes in due course, but we need to work within the remit of current government policy.</p>
<p>Will work be given to large building companies and back handers will be involved as normal making those very wealthy and not giving work to the local builders</p>	<p>The Plan includes a range of different sized-sites, from 5 units through to 2,500 units. Therefore there will be SME builders and large volume housebuilders involved in different sites across the District.</p>
<p>1500 homes will swamp the district - why are these targets not being challenged?</p>	<p>Our Leader wrote to central government to object to the new standardised method for calculating housing need and the resultant 63% increase in the housing target for 63%. Although a response was received, the NPPF has been published and the upshot is that we need to plan to meet this full need (1,145 homes per year over the 15-year plan period, so 17,175 in total). The Leader is intending to write to Government again, following Ministerial changes,</p>

	seeking a meeting to discuss the implications of National Planning Policy changes in our District.
How will the council manage the developed land?	It will not be for the Council to manage the developed land, unless legal agreements state otherwise. Generally, new building sites are managed by a management company, paid for by some kind of service charge.
Why are Fairfax developers already surveying Rye Lane this early in the consultation? They have been out twice	So long as landowners/site promoters are not undertaking works which would require planning permission, they are within their rights to undertake surveys or other works on the land at their discretion.
How will the proposed development be funded and will council tax raises be used to fund parts of the development?	It is landowners and developers that have put these sites forward and they will have to fund them.
Can there be changes to the plan if the government changes?	If the Government were to change during the preparation of the Local Plan, it is theoretically possible that they could make changes to national planning policy that we would then have to take account of. It is unlikely that they would make changes to a specific plan once it is adopted, and in that instance, it would be the next version of the plan that would then take account of any changes to national policy.
Any update on House of Lords request to protect villages merging?	At present, the NPPF as drafted, and the definition of grey belt, concerns only towns (and large built-up areas) and specifically excludes villages from consideration
Site promoters/developers just want to make a profit. Quick, cheap & unappealing builds will be created. How much control will you truly be able to have?	One of the key drivers of this Plan is design excellence, promoting the creation of well-designed spaces and places. We are producing development briefs for each site, setting

	out what must be achieved within each development, and we are also establishing both a Design Advisory Panel and a Community Review Panel, to provide input on key sites.
Otford is a village not a town. The plans north of Sevenoaks SEV24 would destroy that.	No comment - please submit your comments to the consultation
Roads around Otford VILLAGE are narrow and already struggling to cope with existing population.	
This also feels dangerously like Otford and Dunton Green are being swallowed up by Sevenoaks town	
The new houses are well away from the centre. Narrow roads and no pavements in places deter walking and cycling, against the aim of the plan	
Why destroy the village and make it full of pollution from traffic and fumes	