

SEVENOAKS TOWN

NEIGHBOURHOOD PLAN

2020-2038

SEVENOAKS TOWN COUNCIL

CONSULTATION STATEMENT

June 2022





CONTENTS

1	INTRODUCTION	4
2	PREPARING THE DRAFT PLAN	6
2.1	Early Days	6
2.2	Progressing the plan and early consultation	8
2.3	Supporting evidence base	11
2.4	Preparing the Neighbourhood Plan	15
3	REGULATION 14 CONSULTATION	16
3.1	Pre-submission consultation	16
3.2	Consultation responses	17
3.3	Updating the Neighbourhood Plan	19
4	SUBMISSION DRAFT NEIGHBOURHOOD PLAN	20
4.1	Final Draft Neighbourhood Plan	20
4.2	Strategic Environmental Assessment (SEA)	20
4.3	Submission Draft Neighbourhood Plan	21
	APPENDIX A: Summary of consultation activities	23
	APPENDIX B: Town wide survey 2014 - Questionnaire	63
	APPENDIX C: Town wide survey 2014 - Responses	79
	APPENDIX D: Public consultation 2015 - Feedback	101
	APPENDIX E: Northern Sevenoaks masterplan - Consultation boards 2017	115
	APPENDIX F: Local Plan Issues and Options Consultation 2017	127
	APPENDIX G: Regulation 14 consultation - Publicity, boards + consultees 2020	131
	APPENDIX H: Regulation 14 consultation - Responses 2020	147
	APPENDIX J: Regulation 14 consultation - Schedule of comments + actions 2020	235
	APPENDIX K: Changes from pre-submission to submission draft plan	273

1

INTRODUCTION

This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Sevenoaks Town Neighbourhood Plan.

The legal basis of this Consultation Statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations (as amended), which requires that a consultation statement should:

- Contain details of the persons and bodies who were consulted about the proposed neighbourhood plan;
- Explain how they were consulted;
- summarise the main issues and concerns raised by the persons consulted; and
- Describe how these issues and concerns have been considered and, where relevant addressed in the proposed neighbourhood development plan.

The policies contained in the Sevenoaks Town Neighbourhood Plan are as a result of considerable interaction and consultation with the community and businesses within the town. This has been overseen and coordinated by Sevenoaks Town Council, and by the formation of a Neighbourhood Plan Steering Group.

In the latter stages of the Neighbourhood Planning process Urban Initiatives Studio was employed to help put the Plan together, using the evidence gathered from supporting studies and consultation. Views and interactions from this process led to the Vision and Objectives in the Neighbourhood Plan, and form the basis for the policies and aims set out in the Neighbourhood Plan.

A brief timeline for the preparation of the Neighbourhood Plan and the programme of consultations undertaken throughout the preparation of the Plan, is summarised in Figure 1.1 on the facing page.

A more detailed spreadsheet indicating consultation and engagement activity relating to the preparation of the Neighbourhood Plan is provided within Appendix A to this document.

The Neighbourhood Plan process has been protracted with delays caused by the District Council Local Plan process and latterly Covid and the recommendation to carry out a Strategic Environmental Assessment (SEA).

DATE	ACTIVITY	PROCESS	RESPONSES
15 April 2013	Annual Town public meeting	Support given to proceeding with Neighbourhood Plan	
1 October 2013	SDC consultation on Neighbourhood Plan area	6 week public consultation	
26 November 2013	Neighbourhood Plan Steering Committee formed	Public workshop to agree membership	
2 December 2013	SDC Neighbourhood Plan area designated	SDC designate area following end of consultation process	
14 January 2014	Neighbourhood Plan Sub Committees formed	Agreed at Steering Group meeting	
24 March to 14 June 2014	Town wide survey	Dedicated website for NP set up. Leaflet delivered to all homes in Civil Parish of Sevenoaks	889 questionnaires completed
February / March 2014	Children's art competition	<i>'If you could change one thing in Sevenoaks what would it be?'</i>	58 entries. Winner announced 19 May 2014
11th - 12th December 2015	Public consultation on Neighbourhood Plan Themes	Public consultation at Sevenoaks Station and Stag Theatre around themes and initiatives	Ranking of initiatives by preference
12 May to 14 June 2017	Public consultation on North Sevenoaks masterplan	Stakeholder workshop and public exhibition. Promotional material delivered to all homes in the NP area; material available to view online; Presentation at Sevenoaks Annual Town Meeting	36 people attended launch of consultation; 150+ people attend Annual Town Meeting
3 August to 5 October 2017	Local Plan Issues and Options	Consultation included question 3A <i>'To what extent do you support or oppose the following concepts... Draft Northern Sevenoaks Masterplan'</i>	66% of respondents strongly supported or supported the Northern Sevenoaks plan (based on responses from 13,654 people)
31 January to 31 March 2020	Regulation 14 consultation on draft Neighbourhood Plan	Public exhibition of draft NP in a number of locations across the town. Promoted through Town Crier, NDP website with personalised invites to NDP mailing list. Statutory Consultees also consulted. Hardcopies of the NP available at the consultation. Questionnaire on survey monkey.	Written responses from 9 Statutory Consultees, 4 other stakeholders and 99 members of the public. 156 members of the public completed the questionnaire on survey monkey (83% Support or Strongly Support the Neighbourhood Plan)
2013 to current date	Stakeholders and wider public	Neighbourhood Plan sub-committees formed. Regular Neighbourhood Plan Steering Group meetings held throughout the process. Regular updates on progress through website and local press together with public meetings.	

Figure 1.1: Table summarising consultation and engagement on the Neighbourhood Plan

2

PREPARING THE DRAFT PLAN

2.1 EARLY DAYS

In 2010 the government announced its intention to devolve some decision-making powers from central government to individuals and communities. The Localism Act 2011 gave communities the right to shape development in their area through Neighbourhood Plans, Neighbourhood Development Orders and the Community Right to Build.

Early discussions on the potential to prepare a Neighbourhood Plan for Sevenoaks Town took place between Sevenoaks District Council (SDC) and Sevenoaks Town Council (STC) during 2012. The Town Council discussed the potential to prepare a Neighbourhood Plan that would cover the Civil Parish of Sevenoaks (i.e. encompassing all of the Town Council Electoral Wards).

Residents signaled support for the Town Council to proceed with the preparation of a Neighbourhood Plan at the Sevenoaks Town Annual Public Meeting on 14 March 2013. This was held at the Stag Theatre and advertised in advance in the local newspaper (the Sevenoaks Chronicle). The event was attended by the Sevenoaks Town Council Committee, Sevenoaks Society and 66 members of the public and reported in the Town Crier newsletter, the press and on social media.

Following this decision to proceed with the preparation of the Sevenoaks Town Neighbourhood Plan a number of further meetings were held culminating in a public workshop on the 26 November 2013 at which a Neighbourhood Plan Steering Committee was formed.

Agreeing the Neighbourhood Plan area

On 19 August 2013 the Town Council Planning Committee resolved to adopt the Civil Parish of Sevenoaks as the Neighbourhood Plan boundary and to apply to the local planning authority (Sevenoaks District Council) to consult with the public on this proposal (in accordance with the Neighbourhood Planning Regulations 2012). The District Council started the public consultation on 1 October 2013 and this ran for a period of six weeks. The Neighbourhood Plan area was formally designated by SDC on 2 December 2013. This is indicated in Figure 2.1.

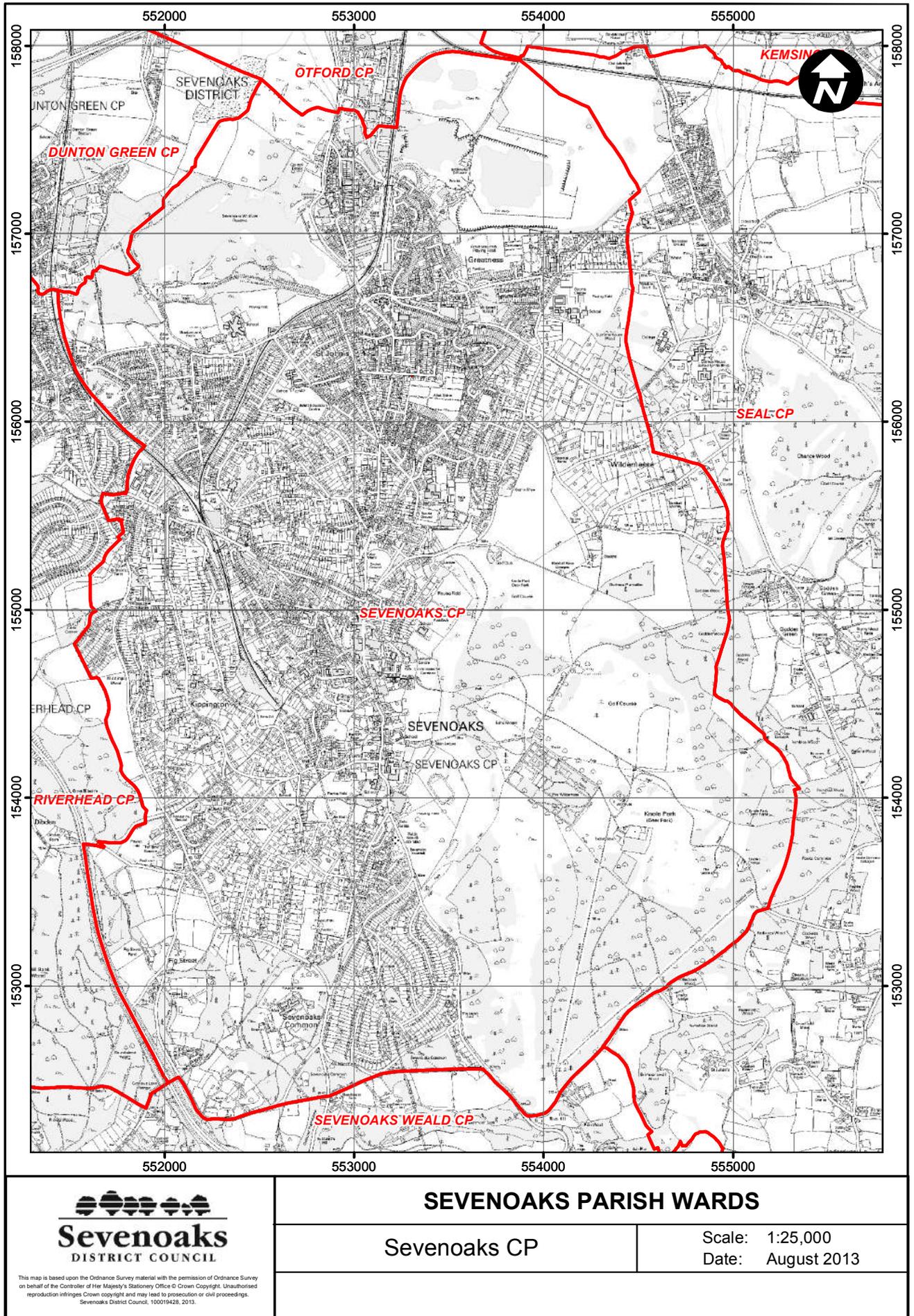


Figure 2.1: Neighbourhood Plan area formally designated on 2 December 2013

2.2 PROGRESSING THE PLAN AND EARLY CONSULTATION

Neighbourhood Plan Sub-Committees

Work on the Neighbourhood Plan started in earnest in January 2014. Initial suggestions on topic headings for the Neighbourhood Plan had been made at the workshop on 26th November 2013 and Sub-Committees were formed encompassing these and additional topics at the Steering Group meeting on the 14th January 2014. The following sub-committees were established:

- Character of the Town;
- Education;
- Sports, Leisure and Community Facilities;
- Health and Green Spaces;
- Housing;
- Transport; and
- Economic Development.

Membership of Sub-Committees was open to all stakeholders and expressions of interest were sought at the meeting. Additional stakeholders were approached directly to contribute to relevant Sub Committees including Housing Associations and local schools. The Neighbourhood Plan Steering Group included representatives from Sevenoaks Town Council, Sevenoaks District Council, Kent County Council, the Chamber of Commerce, Sevenoaks Town Partnership, Sevenoaks Society, Sevenoaks District Seniors Action Forum, and Sevenoaks Youth Council, together with local parishioners.

A mailing list was established for anybody interested in the Neighbourhood Plan and this was used to personally update people through the Neighbourhood Planning process.

Town wide questionnaire

A town wide questionnaire was prepared and a dedicated Neighbourhood Plan website and twitter account established. A leaflet was distributed to all homes in Civil Parish of Sevenoaks encouraging people to complete the questionnaire in order to *'Shape the future of Sevenoaks over the next twenty years'*.

The questionnaire was structured around the seven topic areas and included 96 questions. The town wide survey was launched on 24 March 2014 and ran for 12 weeks until 14 June 2014. 889 people completed the questionnaire (a response rate of approximately 10%).

The questionnaire is provided in Appendix B and collated responses in Appendix C.

Public consultation on themes and initiatives

Feedback from the survey was presented in a series of banners and consultation held at Sevenoaks Station on 11th December and at the Stag Theatre on 12th December at the 2015.

Again feedback was captured, this time through ranking of the level of public support for each of the initial initiatives proposed against each neighbourhood plan theme.

The top ranking initiatives identified from this consultation were:

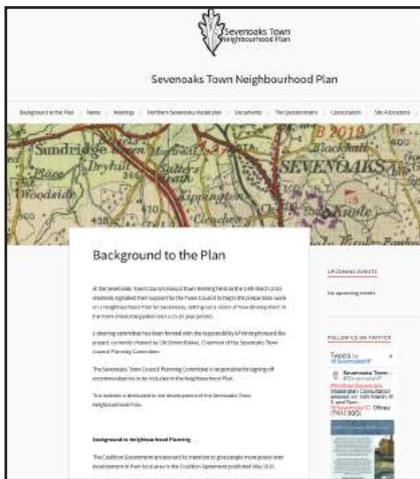
- Protect Green Belt and Green Spaces;
- Improve areas that detract from the positive character of the town;
- Promote effective pedestrian, cycling and vehicle strategy;
- Consider 20mph speed limits in areas of town;
- Protection of the architectural characteristics of the town; and
- Support for tree retention and tree planting.

The banners used for the consultation are provided in Figure 2.4. A summary of the consultation feedback is provided in Appendix D.

Children's Art Competition

The Neighbourhood Plan Steering Committee felt that it was important to get young people involved in the future of their town and launched a children's art competition in February 2014 which was open to anyone between the ages of 5 and 18. The theme for the competition was *'If you could change one thing in Sevenoaks what would it be?'*

Information about the competition (including an entry form) was distributed to all schools in the area and the competition was advertised in the Sevenoaks Chronicle. The competition attracted 58 entries and the winner and runner-up were announced at the Sevenoaks Town Annual Public Meeting on 19 May 2014 and featured in the Sevenoaks Chronicle. Some of the winning entries are shown in Figure 2.3.



Sevenoaks Town Neighbourhood Plan

Please spend 20 minutes to help Shape the Future of Sevenoaks for the next 20 years

Online version available at sevenoakstown.gov.uk

We'd really appreciate your input into the Neighbourhood Plan project being undertaken by Sevenoaks Town Council which will help to guide development in Sevenoaks over the next 15 - 20 years.

Background information is available on the next page.

Deadline for responses: 31st May 2014

All completed questionnaires from residents of Sevenoaks Town returned before the deadline date will be entered into a prize draw for an iPad mini.

Questionnaire created and distributed by Sevenoaks Town Council

web: sevenoakstown.gov.uk
 email: planning@sevenoakstown.gov.uk
 tel: 01732 459 953

Sevenoaks Town Council

Figure 2.2: CLOCKWISE FROM TOP LEFT: Sevenoaks Neighbourhood Plan Twitter page; publicity material from Town Wide Survey in 2014; and Sevenoaks Neighbourhood Plan website



Figure 2.3: Children's art competition winners

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Background

Sevenoaks Neighbourhood Development Plan (NDP) will set out a vision for development in the town over the next 15 – 20 years. 1,000 households responded to the first round of consultation via a questionnaire. All public responses can be viewed at STNP.co.uk

The following key areas identified in the responses are now being reviewed as to whether appropriate for NDP or other community strategy.

Public consultation will continue throughout the process.

To comment on these proposed topics or for more information, please email planning@sevenoakstown.gov.uk or visit STNP.co.uk

In the questionnaire we asked respondents to give their top 3 words to describe Sevenoaks, the word cloud below sets out the responses we received, size of word correlates to the number of times the word was used.

Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Access and Movement

1. Undertake Integrated Transport Study
2. Promote effective pedestrian, cycling and vehicle strategy
3. Improve access to public spaces
4. Develop initiatives to improve public transport, school transport, taxis and electric vehicle charging points
5. Enable accessibility to both platforms at Bat & Ball station
6. Consider 20 mph speed limits in areas of the town
7. Consideration for Sevenoaks to be involved in TfL / Oyster / Metro
8. Retention of pathways, historic alleyways and promote for pedestrian use
9. Consider viability shared space schemes
10. Re-open the arches under the railway for cycle and walking routes across the town
11. Introduce a clear and cohesive signage strategy

Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Architecture and Design Quality

1. Provide detailed guidance on the preferred style, density, scale and height for identified development sites. Including a skyline survey
2. Endorsement of 'Local List' detailing features of significant architectural merit to be retained
3. Protection of the architectural characteristics of the town
4. Improve the gateways into and out of the town, including stations

Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Countryside and Surrounding Settlements

1. Protect Green Belt and Green Spaces
2. Plan positively and anticipate potential green belt revisions and identify future development sites in the town
3. Opening up the Wildlife Reserve from Otford Road
4. When landfill site becomes available re-use for public open space and sports provision
5. Support for tree retention and tree planting

Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Housing Standards

1. Promotion of multi-generational homes
2. Promote preferred locations for care Homes, sheltered housing and social housing
3. Promote more housing for key workers and starter homes

Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

The following key themes have been identified within the NDP and public consultation process, these are being reviewed and considered whether appropriate to be included in the NDP or other community initiatives.

Sevenoaks Neighbourhood Development Plan Public Space and Civic Life

1. Improve areas that detract from the positive character of the town
2. Regeneration of Bat & Ball area
3. Enhance the Bradbourne Park Lakes area
4. Improve the public realm and preserve cultural assets
5. Deliver improved sports facilities and provision
6. Encourage cultural provision for town centre
7. Development of station area
8. Promote and support public use of public open spaces and community facilities within
9. Encourage improved hotel provision

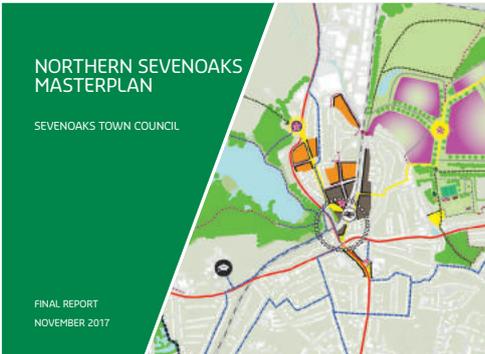
Sevenoaks Town Neighbourhood Plan
Sevenoaks TOWN council

Figure 2.4: Banners from public consultation in December 2015

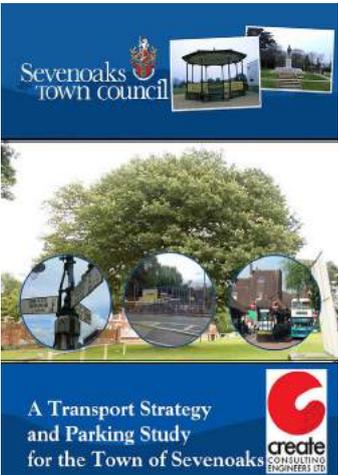
2.3 SUPPORTING EVIDENCE BASE

A number of evidence base documents were commissioned to support the Neighbourhood Plan:

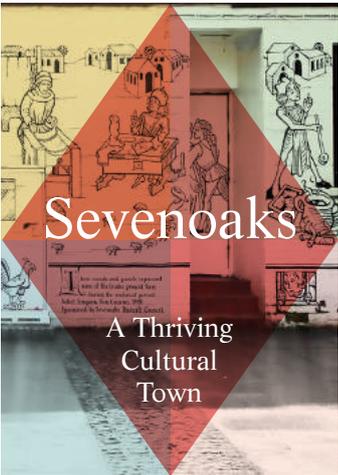
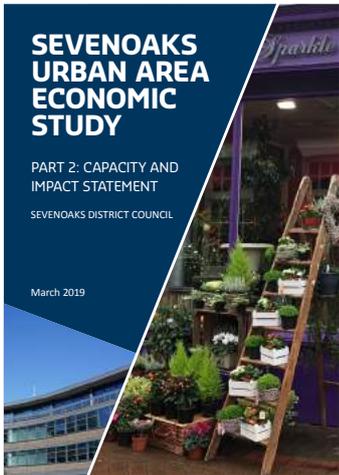
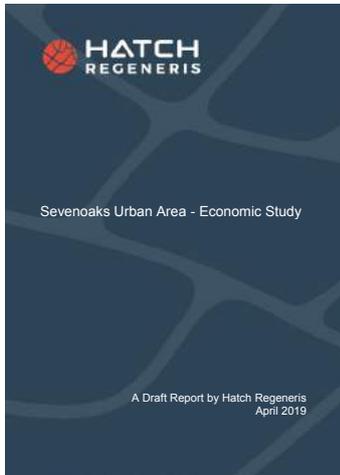
- **Sevenoaks Sports Strategy** which provided an audit of sports facilities in Sevenoaks and recommendations of future sports provision (commissioned in 2013 and updated in July 2015);
- **Integrated Transport Strategy** which provided transport policies to inform the Neighbourhood Plan. This was commissioned in June 2014 and finalised in Spring 2016.
- **Northern Sevenoaks masterplan** which established a vision for Northern Sevenoaks and identifies a number of development opportunities, many of which are incorporated within the Neighbourhood Plan. The masterplan was commissioned in November 2016 and finalised in November 2017. The public and stakeholders were engaged as part of the preparation of the masterplan and this is detailed below.



The District Council commissioned a **Sevenoaks Economic Study** to support the emerging Local Plan. This provides a socio economic profile of the town including a detailed picture on the economy, workspace and local demographics, a capacity assessment of key development sites and an assessment of the potential socio-economic contribution that development on these sites could have to the town. This report contributes to the evidence base for the Neighbourhood Plan.



The Town Council also worked with Sevenoaks District and Kent County Council officers, local artists and managers from cultural institutions to prepare a **Cultural Strategy** for the town.



Consultation as part of the Northern Sevenoaks masterplan

The Neighbourhood Plan Steering Committee identified Northern Sevenoaks as one of the only areas of the town that was suitable for larger scale new development. It was also seen as an area with untapped potential that was in need of regeneration. The Town Council therefore, decided that a dedicated Masterplan should be prepared for the area.

Urban Initiatives Studio and Regeneris were appointed to prepare the masterplan and it was developed through a series of meetings and workshops with local people and stakeholders.

This included:

- A stakeholder workshop around masterplan themes and vision in December 2016;
- Regular presentations to the Neighbourhood Plan Steering Group and Town Council Planning Committee;
- Meetings with stakeholders including Tarmac, Kent Wildlife Trust, local schools, the District Council and neighbouring parish councils;
- Presentation to the Sevenoaks Town Annual Meeting on 20th March 2017 (attended by over 150 members of the public);
- Public consultation from 12th May until 4 June 2017. This was launched at the Sevenoaks Community Centre with 236 people attended the consultation over the first two days when consultants were available to discuss the proposals. Proposals were set out within an exhibition over eight A0 sized exhibition boards. These boards remained available to view at several locations across the town; and
- Presentations at local secondary schools (Knole Academy and Trinity School).

As a result of the public and stakeholder consultation a number of significant changes were made to the Northern Sevenoaks masterplan including:

- Removal of sites / potential development areas from the plan including:
 - Circa 850 homes to the north of the Sevenoaks Wildlife Reserve towards Dunton Green; and
 - New homes on the southern edge of the Greatness Recreation Ground (which had been proposed to provide overlooking of and passive surveillance of the space). This proposal was removed following feedback at the Sevenoaks Town Annual Meeting and prior to the public consultation.
- The long-term aspiration for a link road between Northern Sevenoaks and Dunton Green. A proposed pedestrian / cycle route, which received public support, was however retained; and
- The proposed northward expansion of the Vestry Estate (a mixed employment area on the northern edge of Sevenoaks). The plan instead promoted intensification of the existing Vestry Estate.

Changes to the Northern Sevenoaks masterplan as a result of the public and stakeholder consultation are illustrated in Figure 2.5.

The display boards used for the consultation together with poster advertising the consultation are provided in Appendix E.

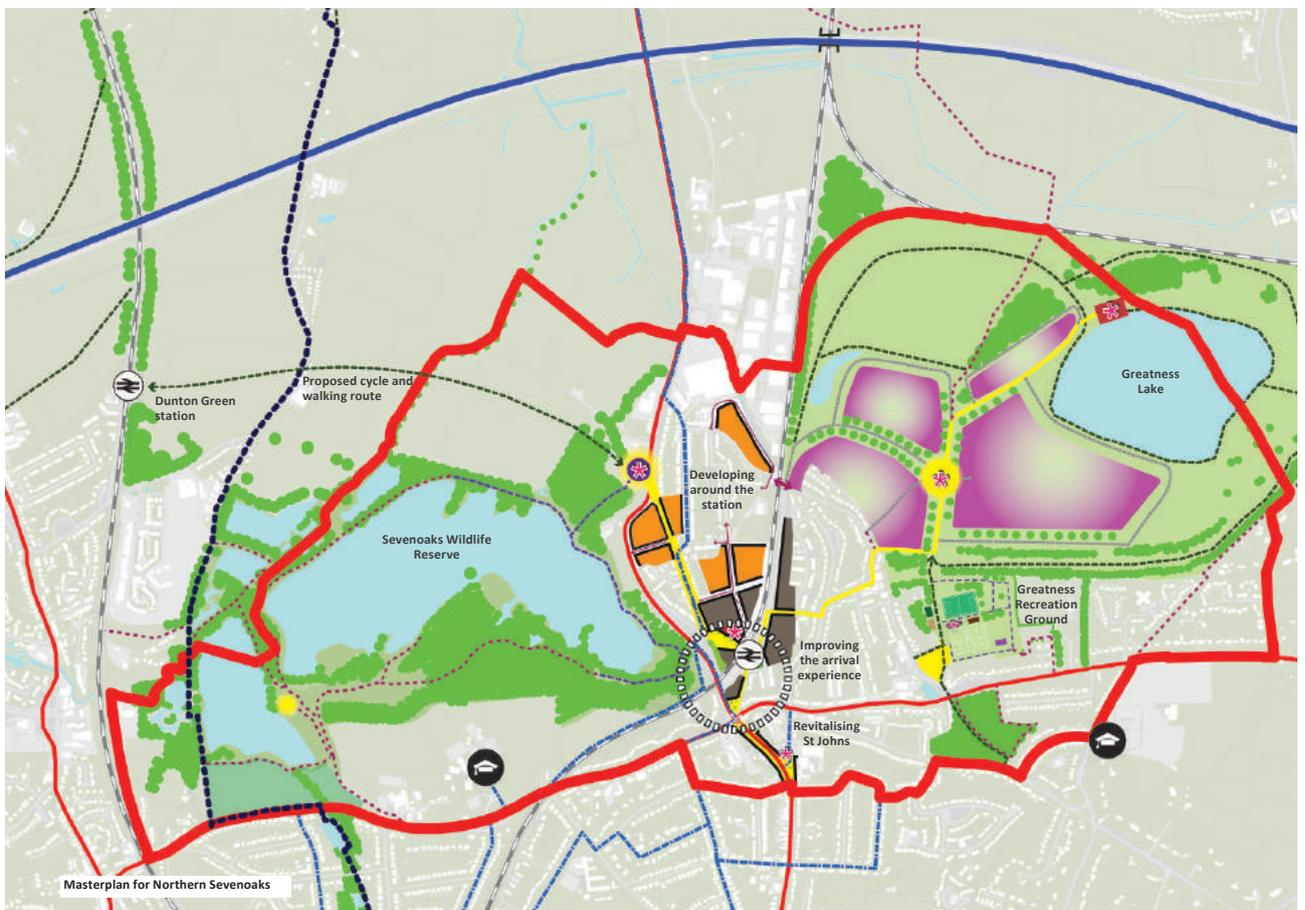


Figure 2.5: Northern Sevenoaks masterplan pre-consultation (top) and post-consultation (bottom). Note development areas (toned magenta) removed from the post-consultation plan



Sevenoaks Quarry

The Northern Sevenoaks masterplan identified the longer term potential for the Sevenoaks Quarry on the northern edge of the town to provide both a significant landscape resource for the local area and to deliver a mix of new homes and community facilities. The site is owned by Tarmac Ltd. and sand will continue to be extracted for approximately 8 to 10 years. Discussions were held with Tarmac through the preparation of the Northern Sevenoaks masterplan and they were fully supportive of the plan.

Subsequently the site was promoted through the Sevenoaks District emerging Local Plan (Issues and Options). Consultation on this plan took place from 3 August to 5 October 2017. As part of this consultation the District Council question 3A stated:

‘To what extent do you support or oppose the following concepts... Draft Northern Sevenoaks Masterplan’ which promoted development on the Sevenoaks Quarry site.

66% of respondents strongly supported or supported the Northern Sevenoaks plan (based on responses from 13,654 people). This increased to 67% if considering responses from residents from Sevenoaks North ward only. Refer to Appendix F.

Engagement with Tarmac Ltd. continued through the preparation of the Neighbourhood Plan with Town Councillors being given a guided tour of the site on 17 December 2019 and with presentations made to the NP Steering Group and Planning Committee on 2 December 2019 and 13 January 2020.

Tarmac submitted an Outline Planning Application for the site in February 2022. This is yet to be determined.



Site visit to Sevenoaks Quarry (the Tarmac Site) on 17 December 2019.

2.4 PREPARING THE NEIGHBOURHOOD PLAN

In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan.

Sevenoaks District Council were progressing a new Local Plan and the intention at that time was that consultation on the Neighbourhood Plan would follow the adoption of the new Local Plan which was anticipated for Autumn 2019. The Neighbourhood Plan was prepared to align with emerging policies in the SDC Plan.

The Neighbourhood Plan was prepared iteratively with input from the Neighbourhood Plan Steering Group and Town Council and other stakeholders. The following important milestones are noted:

- January 2018 – First Draft Neighbourhood Plan prepared and issued to Town Council;
- 29 January 2018 – First Draft Neighbourhood Plan presented to the Neighbourhood Plan Steering Group and Planning Committee;
- 19 March 2018 – First Draft Neighbourhood Plan presented to Annual Town Meeting;
- May 2018 – Second Draft Neighbourhood Plan (taking account of comments made on January 2018 draft) prepared and issued to Town Council;
- July 2018 – Sevenoaks Economic Study commissioned by SDC to fill a gap identified in the evidence base for the Neighbourhood Plan. This commission was completed in April 2019;
- September 2019 – Third Draft Neighbourhood Plan incorporating the findings from the Economic Study prepared and issued to Town Council;
- 21 September 2019 – Presentation of Third Draft Neighbourhood Plan to Town Council at Blue Skies workshop. It was agreed that a stronger emphasis on responding to the climate emergency should be made in the Plan. This followed a commitment by Government in June 2019 to reach 'net zero' carbon emissions by 2050;

- October 2019 – Fourth Draft Neighbourhood Plan, that strengthened the commitment to address climate change, prepared and issued to Town Council;
- 4 November 2019 – Fourth Draft Neighbourhood Plan presented to NP Steering Group and Planning Committee; and
- 2 December 2019 – comments / suggested changes to Fourth Draft Neighbourhood Plan agreed at NP Steering Group and Planning Committee.

The Consultation Draft Sevenoaks Town Neighbourhood Plan was prepared and issued to the Town Council in January 2020 and endorsed by both the NP Steering Group and Town Council Planning Committee on 13 January 2020, in readiness for Regulation 14 Consultation.

3

REGULATION 14 CONSULTATION

3.1 PRE-SUBMISSION CONSULTATION

The Regulation 14 pre submission consultation on the Draft Sevenoaks Town Neighbourhood Plan was initially programmed to take place from Friday 31st January through to Friday 13th March 2020. This was extended to Thursday 31st March 2020 although comments made after that date were also welcomed.

A public exhibition was prepared and three sets of exhibition boards printed and displayed in a number of locations across the town including The Kaleidoscope / Sevenoaks Library, Stag Theatre, railway station foyer and Town Council offices. Members of the consultancy team and Town Council were available to answer people's questions and a survey was prepared that could be completed online through survey monkey. Hard copies of the Consultation Draft Neighbourhood Plan were also available for anybody who wanted one.

The consultation was promoted through:

- The Town Crier newsletter;
- Kent Live news website;
- NDP website;
- Other stakeholder websites including Sevenoaks Community and Sevenoaks Chamber of Commerce;
- Posters provided to local retailers to put up in shop windows and on community notice boards; and
- Personalised invites to the NDP mailing list (which includes over 250 members).

Statutory Consultees to consult were agreed with the District Council. The following consultees were notified of the Plan and requested to comment:

- The Coal Authority;
- The Environment Agency;
- Highways England;
- Historic England;
- Homes England Natural England;
- Kent County Council;
- Kent Down Area of Natural Beauty;
- Marine Management Agency;
- Natural England;
- Network Rail;
- Regulator of Social Housing; and
- Sevenoaks District Council.

Follow up calls and e-mails were made to encourage comment.

In addition to the Statutory Consultees, Local Parish Councils, 43 Residents Associations and 25 other local stakeholders were notified, e-mailed an electronic copy of the Plan and encouraged to comment (these are listed in Appendix G).

Exhibition Boards available to view at the Regulation 14 Consultation and other publicity material are provided in Appendix G.

3.2 CONSULTATION RESPONSES

Written responses were received from the following statutory consultees:

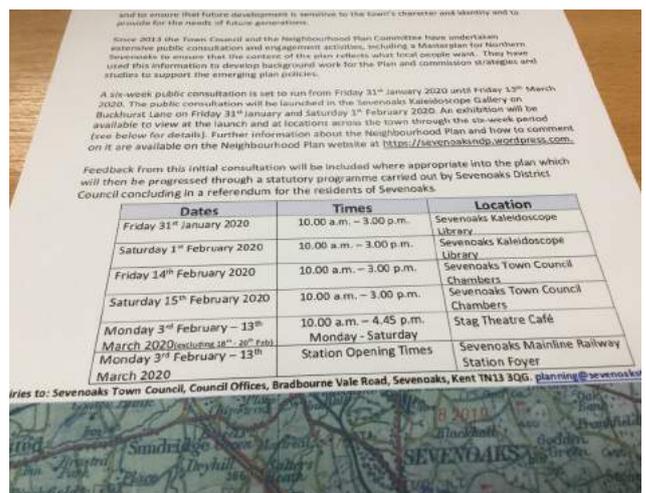
- The Environment Agency;
- Highways England;
- Historic England;
- Kent County Council in respect of Public Rights of Way;
- Kent County Council in respect of Flood and Water Management;
- Kent Downs Area of Outstanding Natural Beauty (AONB);
- Marine Management Organisation;
- Natural England;
- Network Rail; and
- Sevenoaks District Council.

Responses were also received from:

- The National Trust;
- Seal Parish Council;
- Sevenoaks Society;
- Tarmac; and
- 99 members of the public.

156 members of the public completed the questionnaire on survey monkey with 83% of respondents registering Support or Strongly Support in respect of the Neighbourhood Plan.

Refer to Appendix H for statutory undertakers responses and the outcomes of the Survey Monkey questionnaire.



Public consultation in the Kalaidoscope in Sevenoaks town centre

3.3 UPDATING THE NEIGHBOURHOOD PLAN

All comments made at the Regulation 14 consultation were recorded in a comprehensive spreadsheet and carefully considered. Changes were then recommended to the Neighbourhood Plan Steering Group on 12 January 2021 and Town Council Planning meetings on 25th January 2021 and agreed on 10th February 2021. Refer to Appendix J which documents the comments and the actions that were agreed.

These include rewording of some Neighbourhood Plan Objectives, Policies and Aims and the inclusion of one new Neighbourhood Plan Objective, three new Policies and three new Aims.

Under Objective One: To respect the town's character and heritage

- **New Aim C2:** The Town Council will work with the District Council and landowners to encourage development of vacant and underused sites particularly where they have a negative impact on the townscape in Sevenoaks
- **New Aim C5:** The Town Council will work with the District Council to encourage the naming of new streets to reflect people and places of historic significance to the town

New Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change

- **New Policy L1:** Proposals for new development must deliver a net gain in biodiversity retaining natural features that support wildlife, establishing ecological networks and including new habitats that respond to the local context and the character of the site. New planting and landscapes should respond to the wider landscape through use of native species that support greater biodiversity
- **New Policy L2:** New development will be expected to manage surface water to minimise flood risk and flows to watercourses. Development proposals should normally incorporate sustainable urban drainage (SuDs) as an integral part of the landscape structure.
- SuDs should be positively designed into schemes from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands and can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development.

Under Objective Eight: To promote a co-ordinated approach to transport and movement

- **New Aim M10:** The Town Council will work with the District Council, and Kent County Council to ensure that, wherever possible, HGV movements are directed away from the town centre

Objective Fourteen: To deliver enhanced recreational and sports facilities for the town

- **New Policy S2:** The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people.

Objective Fifteen: To promote high quality development

- Redrafting of Policy D2 to provide distinct recommendations in respect of the Tarmac Ltd. site

IMPACT OF COVID 19

The Regulation 14 consultation took place in the weeks just prior to the start of the Covid pandemic with the first lockdown taking place just ten days after the Regulation 14 consultation was initially planned to end. The value of access to open space and neighbourhood facilities close to home was appreciated by many people particularly during lockdowns in the early stages of the pandemic and it has also changed the way that people work and shop. Whilst the long term impacts of COVID 19 are difficult to judge it was felt to be important to include reference to the pandemic in the Neighbourhood Plan and this was made on page 6 of the revised Plan.

4

SUBMISSION DRAFT NEIGHBOURHOOD PLAN

4.1 FINAL DRAFT NEIGHBOURHOOD PLAN

A Final Draft Neighbourhood Plan was prepared in March 2021 and provided to Sevenoaks District Council. This version reflected the changes agreed by the Town Council and Neighbourhood Plan Steering Group in January / February 2021. The document was made available to view and download on the Town Council website and promoted on social media and through a press release.

Further delays to the District Council's Local Plan meant that the Neighbourhood Plan was now running ahead of the Local Plan and so the Neighbourhood Plan was redrafted where necessary to reflect the existing planning policy framework (Core Strategy February 2011 and Allocations and Development Management Plan February 2015) rather than the emerging policy.

4.2 STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

SEA Screening

The plan was submitted to the District Council for them to carry out a SEA Screening Assessment in March 2021. Whilst the District Council's screening assessment indicated that a SEA was not required Historic England were of a different opinion and felt that wording in relation to the sites within the plan could lead to impacts on heritage assets in the town and that a SEA was therefore required. A SEA was commissioned in summer 2021 with AECOM appointed to prepare it.

AECOM issued a SEA Scoping report in September and consultation with Historic England, the Environment Agency and Natural England followed.

As part of the SEA process AECOM carried out a high-level appraisal of the Neighbourhood Plan (March 2021 version) and found that the policies and aims performed favourably in sustainability terms. AECOM made a number of recommendations on how policies in the plan relating to biodiversity, climate change, the historic environment and surface water management could be strengthened. These have been incorporated in the Submission Draft Plan.

SEA Environmental Report

AECOM issued a SEA Environmental Report in March 2022. This was revised and finalised in April 2022 following comments from the Town Council.

Allocating sites

The Neighbourhood Plan does not seek to allocate sites for development. Earlier iterations of the Plan (including the Consultation Draft) sought to provide additional design guidance for sites that it was anticipated would be allocated in the emerging Local Plan through Neighbourhood Plan Policies D1 and D2 (that promote high quality development).

It is now anticipated that the Neighbourhood Plan will precede the new Local Plan. Through discussion with Historic England, in parallel with the SEA process revised wording has been agreed for Policies D1 and D2 to make it clear that the Neighbourhood Plan was not seeking to allocate sites. Development quantum against sites have also been removed from the plan. The policies instead set out the benefits that development should deliver through the design, layout and use should the identified sites be brought forward for development.

4.3 SUBMISSION DRAFT NEIGHBOURHOOD PLAN

Progress on the Neighbourhood Plan together with a timetable for submission and referendum was presented at the Sevenoaks Town Annual meeting on 14 March 2022 and the following week to the Planning Committee (21 March 2022) and Neighbourhood Plan Steering Group (22 March 2022). The submission draft Neighbourhood Plan and revised policy wording was reported at these meetings and made available on the Neighbourhood Plan website.

Agreement to submit the Submission Draft Neighbourhood Plan to Sevenoaks District Council was agreed at the Town Council Planning and Neighbourhood Plan Steering Group meetings on 20 June 2022.

Appendix K provides a full record of all changes made from the Regulation 14 Consultation Draft Neighbourhood Plan (January 2020) to the Submission Draft Version (June 2022).



APPENDIX A:

SUMMARY OF CONSULTATION ACTIVITIES



Appendix A provides a detailed schedule of the consultation and engagement activity that has taken place through the preparation of the Neighbourhood Plan.

Agendas and minutes of the Neighbourhood Plan Steering Group and Planning Committee meetings can also be found on the Sevenoaks Town Council website.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
May 2012	Information on Neighbourhood Plans provided by Sevenoaks District Council (SDC)	Sevenoaks Town Council (STC)		Booklet	Detailed Steps of Making Neighbourhood Plans
9.08.2012	Chronicle	Public	Press	Newspaper Article	Promoting NDP proposal.
21.09.2012	Notes on Neighbourhood Planning Viability Working Party Meeting	Cllr Baker, Cllr Crabtree, Cllr Hogarth, Cllr Piper, Linda Larter, Ann White, Hugh D'Alton, Hannah Gooden and Helen French	Town Council Offices	Notes	Responsibility of overlapping NHP and NDO parishes.
1.10.2012	Planning Committee Meeting	STC Council Members, Town Clerk, Deputy Town Clerk, Committee Clerk, Sevenoaks Town Freeman/KCC Member, SDC Planning Policy Officer, 12 members of the public	Council Chamber	Agenda and Minutes	Presentation for The Case for a Wildernesse Neighbourhood Development Plan by Simon Randall – Wildernesse Residents Association
15.02.2013	Wildernesse Estate – NDP/NDO Proposal to Linda Larter	Tony Aston	Press	Newspaper Article	Promoting NDP proposal.
4.3.2013	Planning Committee Meeting	Planning Committee, Town Clerk, Deputy Town Clerk, 3 members of the public, Alex Dawson of SDC Environmental Health	Council Chambers	Agenda and minutes, public notice in paper	Working party forms to consider the request from the Wildernesse residents association (WRA) for a NDP
14.03.2013	Promotion of Annual Town Meeting	Residents		Agenda and Minutes	Promoting NDP proposal.
4.4.2013	Chronicle article announcing the presentation to be given by James Galpin and Peter Moss at Annual Town Meeting on 15.4.2013	Public	Press	Sevenoaks Chronicle	Promoting NDP proposal.
11.4.2013	Chronicle article with agenda for annual town public meeting	Public	Press	Sevenoaks Chronicle	
15.4.2013	40th Annual Town Public Meeting	Sevenoaks Town Council Committee, James Galpin of Hazel McCormack Young LLP, Peter Moss of Sevenoaks Society, Danika Dixon, Oliver Harper, J F London – Freeman of the Town of Sevenoaks, Town Clerk, Deputy Town Clerk, 2 Committee Clerks, 66 members of the public	Stag Community Arts Centre	Agenda and Minutes	Presentation for The Case for a Wildernesse Neighbourhood Development Plan by Simon Randall – Wildernesse Residents Association
25.4.2013	Sports Strategy Meeting	Representatives from: Sevenoaks School, Sevenoaks Town Junior Football Club, Sevenoaks Ladies Joggers, Raleys Gym, Sevenoaks Rugby Football Club, Sevenoaks District Council, Sevenoaks Zumba, Sevenoaks Primary School, Sevenoaks Swimming Club, New School at West Heath, Riverhead Parish Council, Sevenoaks Vine Cricket Club, Oaks Martial Arts, Sevenoaks Hockey Club, 70oaks Triathlon, Sevenoaks District Sports Council, Sevenoaks Vine Club, Kent Cricket Board, Sevenoaks Lawn Tennis Club, John Heuerman Tennis Coaching, Oaks Blokes Joggers, Town Councillors and several residents (total 36)	STC Offices	Agenda and Minutes	Presentation from Andrea Murphy of Kent Sport on Funding for Sport.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
2013	Town Forum	Representatives from the Resident Associations			Discussion at Town Forum consisting of representatives from Resident Associations
10.6.2013	Planning Committee Meeting	Planning Committee, Town Clerk, Deputy Town Clerk, Committee Clerk, 5 members of the public	Council Chambers	Agenda and minutes	Committee received and considered membership of the Neighbourhood Planning Working Party. Resolved that additional Cllrs be co-opted to enable the working party to be go ahead if required.
26.6.2013	Locality Workshop Neighbourhood Planning working party	Sevenoaks Town Councillors NDP working party		Agenda and minutes	Background Wildernesse Residents Association request for Neighbourhood Plan/Order Town Centre Neighbourhood Plan
27.6.2013	Community-led Development Work in England's Small Towns	University of Exeter and Sevenoaks Town Council		Questionnaire	
8.7.2013	Planning Committee Meeting	Planning Committee	Council Chambers	Agenda and minutes	Received notes on the Neighbourhood Planning working party meeting from 26.6.2013 and noted next agenda for 30.6.2013
29.7.2013	Locality Presentation	Clare Wright and Mary-Ann Nossent		Presentation	Open-Source Planning Context, Reason and Scope – open public meeting to discuss DCLG's outlined milestones and funding
30.7.2013	Locality Workshop Proposals for Progressing Neighbourhood Plan NDP Working party	Sevenoaks Town Council Seal PC, SDC, NDP Working Party, Locality Consultants	Sevenoaks Town Council Offices		Attendance List – open public meeting to discuss Key Features for Walk Event Town Centre Neighbourhood Plan Project Plan List Locality consultants raise concerns with dual NDPs feasibility and impact on staffing costs. Recommended that entire Parish is designated to ease the process, pending discussions with WRA.
31.7.2013	Presentation to Sevenoaks Town Partnership	Sevenoaks Town Partnership		Agenda and Minutes.	Invitation to participate in NDP.
6.8.2013	NDP Meeting working party	NDP Meeting Members, Robin Watson - Seal Parish Council, Tony Aston, David Moscow, Simon Randall – Wildernesse Residents Association and Open to the public	Sevenoaks Town Council Offices	Agenda and Minutes, public notice in paper	Potential Parish Boundary Change Neighbourhood Development Order for Wildernesse Area WRA confirm they want to proceed with an NDP not an NDP

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
19.8.2013	Planning Committee Meeting	Planning Committee, Town Clerk, Deputy Town Clerk, Committee Clerk, 2 members of the public, 1 SDC Councillor	Council Chambers	Agenda and minutes	Recommendations forwarded by the neighbourhood planning working party held on 6.8.2013 resolved to be adopted, and that STC applies to SDC for the boundary for the NDP to go out for public consultation. Noted the reports of the NDP working party held on 30.7.2013 and 6.8.2013
31.8.2013	Sevenoaks Town Partnership Meeting	Cllr Stephen Arnold, Cllr Tony Clayton, Cllr Avril Hunte, Cllr Raikes, Cllr Parry, Cllr Piper, Clive Andrews – Bligh's, Carl Dixon – Specsavers, Nicola Bowen Rees, Steven Dedman – Knole, Neil Jackson – Coolings, Gabriel Shepherd – Sevenoaks Chronicle, Pauline Burrow – Sevenoaks Society, Jane Parish – Stag Community Arts Centre, Maxine Chakowa – Sevenoaks Specsavers Director, Glen Ball – Architect, Roberta Ware – Francis Jones Jewellers, Rachel Parry, Bonnie Tarling – Francis Chappell & Sons and Hugh D'Alton - Sevenoaks Town Partnership Administrator	Knole	Agenda and Minutes	Neighbourhood Plan
1.10.2013	District Council public consultation re area designation for NDP for the purposes of creating an NDP.				6 weeks public consultation
1.10.2013	Sports Strategy Meeting	Representatives from: STC, Sevenoaks Rugby Football Club, Sevenoaks Indoor Bowls, Sevenoaks Hockey Club, Up & Running, Kent Cricket Board, Hollybush Tennis Club, Sevenoaks Sports Council, Sevenoaks Lawn Tennis Club, Sevenoaks Vine Club, AKCC, Sevenoaks Sons Basketball, Architect	Sevenoaks Town Council Offices	Agenda and Minutes	Progress and background information report received. Open Discussion Actions agreed for contact details for Trinity School and KCC to be circulated, and a request made for a presentation, representatives of schools to be invited to a meeting of Sports Strategy Group, and information about sports facilities in schools to continue to be collated.
3.10.2013	Local Press Article – 'Residents views sought to shape future of the town'.	Public	Press	Advertised in the press and via social media	Article relating to forthcoming public Town Debate. Open public meeting and via social media at the same time.
10.10.2013	Seal Parish Council	Seal Parish Councillors and it was an open meeting	Seal Pavilion	Agenda and Minutes A summons from the Seal Parish Council	Presentation on Neighbourhood Development Order for Wildernesse Estate
14.10.2013	Planning Committee Meeting	STC Planning Committee, Town Clerk, Deputy Town Clerk, Committee Clerk, 2 Members of the public	Council Chamber, Town Council Offices	Minutes and Agenda, public notice in paper	Public Agenda, Minutes, Open to the Public <ul style="list-style-type: none"> • Public Debate • Sports Strategy • Formation of Steering Committee Noted STC's request to designate the entirety of the Civil Parish of Sevenoaks as a Neighbourhood Area for the purposes of preparing an NDP went out to public consultation on 1.10.2013

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
15.10.2013	Town Debate re the Future of Sevenoaks	Open to public		Social media, public notice in paper, STC digital screens, direct contact, leaflets distributed, press release issued	Included information relating to the importance of producing an NDP.
24.10.2013	Local Press Article	Public	Press	Sevenoaks Chronicle	Detailing proposals to ban cars on Sevenoaks High Street and other ideas on how to "guarantee prosperity of Sevenoaks"
1.11.2013	Local Magazine – VINE	Public – readership approximately 37,000	VINE	Magazine	Front page cover – the Future of Sevenoaks and two centre pages re the NDP process Includes NDP progression day meeting date: 26.11.2013
14.11.2013	Seal Parish Council	Seal Parish Council Members	Seal Pavilion	Agenda and Minutes	Page 2 – Neighbourhood development Order for Wildernesse Estate
18.11.2013	Greatness Residents' Association Newsletter publicising NDP progression meeting on 26.11.2013	Public	Greatness Residents' Association Newsletter	Newsletter	Urging residents to book a place on the NDP progression meeting on 26.11.2013
26.11.2013	Public Workshops facilitated by Locality 'The future of Sevenoaks as a Market Town' NDP progression meeting	Public Led by consultants appointed by the Department for Communities and Local Government	Sevenoaks Town Council Offices	Digital and printed posters Minutes of 14.10.2013 Planning committee (item 199b), social media, public notice in paper, direct contact, leaflets, press release	Open to public for those interested in contributing to planning process Held to begin the formation of a steering committee for the NDP 23 topics identified
2.12.2013	SDC			Agenda and Minutes	Approval of designated area for NDP
6.1.2014	Planning Committee Meeting	STC Planning Committee, Deputy Town Clerk, Committee Clerk	Council Chamber, Town Council Offices	Agenda and Minutes, public notice in papers	Open Public Meeting. Agree to commence with NDP and create Steering Committee.
2.12.2013	SDC			Agenda and Minutes	Approval of designated area for NDP
2.12.2013	SDC			Agenda and Minutes	Approval of designated area for NDP
6.1.2014	Planning Committee Meeting	STC Planning Committee, Deputy Town Clerk, Committee Clerk	Council Chamber, Town Council Offices	Agenda and Minutes, public notice in papers	Open Public Meeting. Agree to commence with NDP and create Steering Committee.
9.1.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Regeneration plans for Bat & Ball Station
11.1.2014	Adams Group Real Estate Meeting	Linda Larter, Hugh D'Alton, David McCabe and David Adams	Town Council Offices	Agenda and Minutes	Tarmac consultant appointments

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
14.1.2014	NDP Open Meeting	NDP Steering Committee and open to the public	Sevenoaks Town Council Offices	Agenda and Minutes, social media, direct contact, leaflets, press release Actively promoted to Residents Associations, Town Forum, Town Partnership Contacts, and all those who have shown an interest in the NDP to date.	Creation of NDP Steering Group – interested representatives sought Formation of sub committees on topic headings: <ul style="list-style-type: none"> • Economic Development and Growth, • Character of the Town, • Leisure, Sports, Green Spaces, Community, Health, • Transport, • Environment and Sustainability, • Education, • Housing. Housing Associations and Schools to be approached for contribution to the sub-committees as well as existing stakeholders Methods of consultation and engagement discussed
20.1.2014	Planning Committee meeting	Planning Committee, Deputy Town Clerk, Committee Clerk	Council Chamber	Agenda and minutes	Received and noted minutes of NDP steering committee from 14.1.2014
21.1.2014	Community Engagement Strategy document	NDP Steering Committee	Council Chambers	Included in agenda for NDP Steering Committee agenda for 3.3.2014	
23.1.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Article on car parking issues in Sevenoaks
29.1.2014	NDP Newsletter	Public	Press	Newsletter posted on NDP website	Issue one distributed. Background to Neighbourhood Planning
30.1.2014	STC Public Meeting	Public		Agenda and Minutes	Car Parking – presentation re NDP
30.1.2014	Neighbourhood Planning Background in Sevenoaks and How to Get Involved: Newsletter 1	NDP Contact list and Residents Assoc List	NDP Contact list mailing group	Newsletter emailed to mailing list	Background to Neighbourhood Planning and how to get involved.
30.1.2014	Neighbourhood Planning Background in Sevenoaks and How to Get Involved: Newsletter 1	NDP Contact list and Residents Assoc List	NDP Contact list mailing group	Newsletter emailed to mailing list	Background to Neighbourhood Planning and how to get involved.
2.2.2014	SDC approval confirmation				SDC confirmed NDP Area designation
5.2.2014	Professional architect				Member of the public (professional architect) agrees to prepare signage strategy

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
6.2.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Ideas on how to improve parking provision in Sevenoaks, including multi-storey car parks
6.2.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Advertising design competition for NDP, residents aged 5-18
7.2.2014	NDP Steering Committee	NDP Steering Committee, open to the public		Agenda and Minutes	Regeneration plans for Bat & Ball Station
11.02.2014	NDP Education Sub Committee	NDP Education Sub Committee, open to the public	Sevenoaks Community Centre	Agenda and Minutes	NDP topics to discuss agreed Creating questions for NDP Survey, agreeing remit and aspirations of sub committees and skill audits
11.2.2014	Character of the Town Sub Committee	NDP Character of the Town Committee, open to the public	Sevenoaks Community Centre	Agenda and Minutes	Creating questions for NDP Survey, agreeing remit and aspirations of sub committees and skill audits
12.2.2014	Housing Sub Cttee Leisure, Sports, Green Spaces, Community, Health, Environment and Sustainability	Housing Sub Committee, Leisure, Sports, Green Spaces, Community, Health, Environment and Sustainability Sub committee	STC Chambers	Agenda and Minutes	Creating questions for NDP Survey, agreeing remit and aspirations of sub committees and skill audits
13.2.2014	NDP Education & Growth Sub committee Transport Sub committee Economic sub committee Linda Larter, Ann White, Kyle Farrar Representatives from: STC, SDC, Sevenoaks Rugby Football club, Sevenoaks Indoor Bowles, Barmies Day Nursery, Sevenoaks Hockey Club, Up & Running, Hollybush Tennis Centre, Raleys Gym, Sevenoaks Vine Club, Sevenoaks Ladies Joggers, Oaks Martial Arts, MOJO Running & Fitness, Hollybush Residents Association, Sevenoaks Power Football Club	NDP Education and Growth Sub committee Transport Sub committee Economic sub committee Linda Larter, Ann White, Kyle Farrar Representatives from: STC, SDC, Sevenoaks Rugby Football club, Sevenoaks Indoor Bowles, Barmies Day Nursery, Sevenoaks Hockey Club, Up & Running, Hollybush Tennis Centre, Raleys Gym, Sevenoaks Vine Club, Sevenoaks Ladies Joggers, Oaks Martial Arts, MOJO Running & Fitness, Hollybush Residents Association, Sevenoaks Power Football Club	STC Chambers	Agenda and Minutes	Creating questions for NDP Survey, agreeing remit and aspirations of sub committees and skill audits Proposal for the NDP for transport from John Morrison at Transport Sub Committee
18.02.2014	Children's Art Competition	Sevenoaks schools and general public	Press	Sevenoaks Chronicle	Distributed to all schools. Press cutting and entry form.
19.2.2014	Leisure, Sports, Green Spaces, Community, Health, Environment, and Sustainability Subcommittee meeting	Leisure, Sports, Green Spaces, Community, Health, Environment, and Sustainability Sub committee	STC Chambers	Agenda and Minutes	Finalising question drafts
20.2.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Article re children's competition
25.2.2014	Character of the Town Sub committee	Character of the Town Sub committee	STC Chambers	Agenda and Minutes	Draft questions for NDP questionnaire

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
Spring 2014	Town Crier	Public	Press	Sevenoaks Town Crier	First page: introduction and explanation of NDP with reference to future consultation.
1.3.2014	NDP Newsletter				
3.3.2014	NDP Steering Committee	NDP Steering committee, open to the public	Council Chamber	Agenda and Minutes, social media, STP digital screens and/or website, direct contact	Editing questions for NDP Survey and received draft community engagement strategy. Sub Committee Minutes received Poster advertising NDP questionnaire to be distributed
7.3.2014	Sevenoaks Town Neighbourhood Plan: Creating the Questionnaire NDP Newsletter 2	NDP Contact list and Residents Assoc List	NDP Contact list mailing group, Press	Newsletter emailed to mailing list	Issue 2 distributed. Update on NDP questionnaire progress and activities of Sub Committees.
12.3.2014	Sevenoaks Town Forum			Agenda and Minutes, STP digital screens and/or website	Presentation on NDP.
20.3.2014	Local Press Article			Sevenoaks Chronicle	Sevenoaks Chronicle x 2 on Annual Public Meeting and NDP
20.3.2014	NDP WordPress website	Public	NDP website	Posted on NDP website and earlier circulated to NDP mailing list	Copy of second NDP newsletter announcing draft of the public questionnaire being made.
24.3.2014	41st Annual Town Public Meeting	Sevenoaks Town Council Committee and Open to the public		Agenda and Minutes	Presentation and discussion. 'Launch' of NDP Questionnaire
26.3.2014	NDP Economic Development Steering Committee			Agenda and Minutes	
30.3.2014	Children's competition 'If you could change one thing in Sevenoaks, what would it be?'	Public	Sevenoaks Chronicle	Press	Children's competition
March 2014	Bradbourne Residents Association Newsletter			Article on NDP	
1.4.2014	NDP Newsletter				
3.4.2014	NDP Steering Committee	NDP Steering Committee, open to the public	Sevenoaks Town Council Chamber	Agenda and Minutes	Questionnaire: to be delivered to houses for a 2-week period in April 2014 Children's Competition Community Engagement Wilderness - Community Governance Review Bradbourne Lakes Residents' Association Wilderness and Brarbourne Associations to promote NDP questionnaire to members Received updated Community Engagement Strategy including engagement and consultation methods and resources available

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
10.4.2014	STC Car Parking Research Proposals provided by Blauw Research Ltd. consultant	Blauw Research Ltd.	Printed report	Internal	Background and aims of the car parking research, overview, detailed methodology, stakeholder engagement, projected time required (16 weeks), and expected costs.
28.4.2014	Internal Memo	Town Councillors		Internal Memo	Neighbourhood Development Plan Questionnaire
1.5.2014	NDP Newsletter				Questionnaire
6.5.2014	Sevenoaks Town Neighbourhood Plan: Questionnaire Distribution NDP Newsletter 3	NDP Contact list mailing group	NDP Contact list mailing group	Newsletter emailed to mailing list	Detailing how the questionnaire is being delivered and the deadline. Small copy of the posters featured.
7.5.2014	Information provided on public display at Library	The public	Sevenoaks library	Public display	
9.5.2014	NDP Questionnaire distributed to Rockdale Elderly People Home	Residents and staff of:	Rockdale Elderly People Home	Printed questionnaires delivered	
12.5.2014	STC Planning Committee Meeting	STC Planning Committee members and public	STC Chambers	Presentation from developers of the J Salmon Printers site in London Road	Presentation prior to Planning Meeting.
15.5.2014	Circulate questionnaire to schools	Pupils and staff of Sevenoaks Schools	Sevenoaks Schools	Printed questionnaires delivered	
15.5.2014	Press Article	The public	Press	Sevenoaks Chronicle	Press Cutting on house-to-house poll deadline
19.5.2014	Annual Meeting	STC Councillors, Alderman J F London, Town Clerk, Assistant Town Clerk, Committee Clerk, Press, 22 members of the public	Council Chamber	Agenda and Minutes	Presentation to winners of the Children Competition 'Future of Sevenoaks' from 58 entries
25.5.2014	Press Release - Winners of Sevenoaks Neighbourhood Plan Children's Competition Announced	Sevenoaks Town Council		Press Release	Winners and Runners Up of Sevenoaks Neighbourhood Plan Children's Competition Announced
28.5.14	NDP consultation at Sevenoaks Market	Public	Sevenoaks Market		LYLM market poster Photo
28.5.2014	NDP Steering Committee	NDP Steering Committee, open to the public	Sevenoaks Community Centre Bar Room	Agenda and Minutes	Questionnaire deadline extension Children's Competition Wilderness Estate – consultation with Wilderness Residents Association to incorporate houses on the Wilderness Estate into NDP area Planning Aid and SDC consulted on modifications to designated area Integrated Trasport Talk with Brain Whiteley of Planning Aid on assisting with NDP

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
29.5.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Re winners of Children's competition
30.5.14	Date for questionnaire to be returned. Press release to extend consultation period of 14.6.2014	Public	Press		
31.5.2014	Deadline for Sevenoaks Town Neighbourhood Plan Questionnaire	Sevenoaks Town Council	Online and Press	Questionnaire	Deadline extension
1.6.2014	NDP Newsletter				
6.6.2014	Meeting with SDC Planning Department	Helen French, Alan Dyer, Cllr Hogarth, Linda Larter, Hugh D'Alton		File Note	SDC to be provided with all past minutes relating to NDP, draft timetable, a copy of the shared space video, and added to distribution list for future agenda and minutes. STC to write to SDC CEO for nominated SDC Cllr for Steering Committee, and SDC to provide STC with key contacts list SDC useful documents identified and SDC granted permission to use and have produced SDC plans with no copyright.
16.6.2014	Finance & General Purposes Committee	F&GP Committee, open to the public	STC Chambers	Agenda and Minutes	Re appointment of Transport Consultant STC budget of up to £16,000 for car Park/Integrated Transport Report consultant agreed
19.6.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Re 'Local List' to be Appendix to NDP
20.6.2014	NDP WordPress website	Public and NDP mailing list	NDP website	Posted on NDP website	Copy of the third NDP newsletter, update on NDP questionnaire response numbers
21.6.2014	Summer Festival Day				Information at stand at festival
1.7.2014	NDP Steering Committee	Cllr Purves – in the Chair Sevenoaks District Council Roger Lee Sevenoaks Town Partnership / Sevenoaks District Council John Ingram Sevenoaks Town Partnership Linda Larter Town Clerk, Sevenoaks Town Council Hugh D'Alton Assistant Town Clerk, Sevenoaks Town Council	STC Chamber	Agenda and Minutes	Report on questionnaire progress. Contractor found to digitalise paper responses. STC Finance and General Purposes Committee resolution on Integrated Transport project. Car parking report from STC
9.7.2014	Update for Residents' Associations	Public			Thanks for participation in questionnaire, and next steps
9.7.2014	NDP Newsletter				
10.7.2014	Letters to Local Press re NDP	Public	Press	Sevenoaks Chronicle	Advertising STC comprehensive review of long-term plans for Sevenoaks in NDP

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
16.7.2014	F&GP Committee	F&GP Committee, open to the public			Appointment of Consultant Car Park
16.7.2014	Sports Strategy Meeting	Linda Larter, Bonnie Tarling, Representatives from: STC, SDC, Sevenoaks Rugby Football Club, Sevenoaks Indoor Bowls, Sevenoaks Hockey Club, Up & Running, KRCWT – Cricket, Sevenoaks Vine Club, Oaks Martial Arts, Sevenoaks Suns Basketball, Hollybush Residents Association, AUCC/Sevenoaks Vine, Cross Fit	STC Offices	Agenda and Minutes	Progress and background information report considered. Discussed sites and items: Greatness Recreation Ground, The Vine, Knole Paddock, Hollybush Recreation Ground, Community Centre, Former Wildernesse School site, Sencio Leisure Centre, Informal free access sports, traditional sports lessons, spectators, school sites, partnerships with neighbouring other authorities, new sports sites, environmental park Linda Larter of STC and Hayley Brooks of SDC to prepare a report for next meeting on audit of disabled access facilities and access to sports. A monkey survey agreed to be carried out relating to current provisions and relevant government body requirements.
1.8.2014	NDP Newsletter				
8.8.2014	Appointment of consultant to prepare the NDP Integrated Transport Survey: Record of Officer Decision	Finance and General Purposes Committee, Public, Linda Larter		Recorded and published 3.11.2014 Evidence of delegation: F&GP Minutes 16th June 2014	Under local audit and accountability act 2014 and the openness of local government bodies regulations 2014. Includes background of how the decision was reached: budget agreed at F&GP committee 16.6.2014, NDP Steering committee on 20.8.2014 including contractor B. Background information attached: Precip of Quotations, NDP Steering Committee Minutes 23.7.2014 and Original car parking specification
12.8.2014	NDP Steering Committee	NDP Steering Committee, open to the public	STC Chamber	Agenda and Minutes	Questionnaire - non free text questions responses Integrated transport Project Planning Aid Volunteers
14.8.2014	Sevenoaks Town Council Record of Officer Decision	Sevenoaks Town Council		Record of Officer Decision	Appointment of consultant to prepare the NDP Integrated Transport Survey
19.8.2014 - 20.8.2014	NDP Transport Sub Committee	NDP Transport Sub Committee, open to the public			

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
25.8.2014	NDP Steering Committee	NDP Steering Committee, open to the public	Sevenoaks Community Centre Bar Room	Agenda and Minutes	Presentation from Brian Whiteley of Planning Aid England on how they can assist with the NDP.
1.9.2014	NDP Newsletter				
23.9.2014	NDP Steering Committee	NDP Steering Committee, open to the public			Full verbatim responses to all free text questions in questionnaire
1.10.2014	NDP Newsletter				
October 2014	Bradbourne Park & Lakes Restoration			Booklet	History Recent Developments A Restoration Period The Last 12 Months The Next Steps Maps of the Park & Lakes
6.10.2014	NDP Economic Dev. Sub Committee NDP Character of the Town Sub Cttee	John Morrison, Cllr Parry, Linda Larter, Hugh D'Alton Glenn Ball, Cllr Walshe, Cllr Mrs Walshe, Peter Moss, Linda Larter, Hugh D'Alton	STC Chambers	Agenda and Minutes	Received unanalysed responses from questionnaire Considered responses from Character of Town section Considered sections from Economic Development section Shared space schemes requested for future consultation exercises Further consultation exercises requested on secondary shopping areas in Town and site-specific policies.
10.4.2014	File Note	Lorna Talbot, Simon Randall, Sevenoaks NDP	Internal	File Note	New Wildernesse Resident Association
13.10.2014	Integrated Transport Study	Gerry Corrance (Create Consulting Engineers) and Linda Larter		Letter and Brief	Updated Integrated Transport Brief 23.9.2014
30.10.2014	Sports Strategy Meeting	Linda Larter, Bonnie Taring Representatives from: STC, New Beacon School, Sevenoaks Indoor Bowls Club, Sevenoaks Vine Cricket Club, Barnies Day Nursery, SDC, Hollybush Residents Association, Architect, Mojo Running, Shonas Runners, Oak Martial Arts, Sevenoaks Hockey Club, Sevenoaks Rugby Club, Sevenoaks Suns Basket Ball, Knole Academy	Sevenoaks Community Centre		Progress and background information report considered. Sites and items discussed: Greatness recreation Ground, The Vine, Knole Paddock, Hollybush Recreation ground, Community Centre, Former Wildernesse School site, Sencio Leisure Centre, informal free access sports, traditional sports lessons, spectators, school sites, partnerships with neighbouring of other authorities, new sports sites, environmental park. Responses of NDP Questionnaire from 10% of households reviewed. Information collated about school facilities reviewed Update received on Raleys Development, Sevenoaks Indoor Cricket School, Sevenoaks Rugby Football Club

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
1.11.2014	NDP Newsletter				
18.11.2014	NDP Steering Committee Meeting re Integrated Transport with stakeholders with consultant	NDP Steering Committee, open to the public		Agenda and Minutes	Questionnaire results presentation Integrated Transport including pedestrian and cycling, pedestrian and school routes, bus services, rail services and evidence requirements. Website changes To discuss plans for a public consultation event in 2015 Received working document on "Key Points and Themes" from all sub-committees Presentation on drawing up objectives from questionnaire results and policy development
20.11.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Councillors objected to proposals to improve cycle infrastructure with call for more holistic approach
27.11.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	£4 million to be injected into local community facilities
1.12.2014	NDP Newsletter				
December 2014	A report on Sevenoaks District Council's Proposal for zoned parking at Barrack's Corner in St Johns Road, Dartford Road, St Johns Hill, Holly Bush Lane, Cobden Road and Vine Court	Vic Mayes		Booklet	Character of Area Consultations Recommendations List of Local Shops and Businesses Sevenoaks Council Parking Plan
11.12.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Advertising NDP
18.12.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Improvements intended for Bat & Ball Station
18.12.2014	Integrated transport meeting with Stakeholders	Garry Corrance, Cllr Baker, Linda Larter, Hugh D'Alton, Flora Hill, Geoff Brown, Cllr Canet, Andy Wells (Go Coaches), Reg Oakley, John Morrison, Peter Moss, Tony Aston, Cllr Raikes, Garry Connor	STC Chambers	Agenda and Minutes	Presentation on NDP questionnaires results, updates on pedestrian and cycling environments, pedestrian routes, car parking, school routes, bus services, rail services and how to compile an evidence base.
24.12.2014	STC News Release	Public and STC press release mailing list	STC website	STC website and press release mailing list	Supporting Cycle Strategy within NDP

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
24.12.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing Sevenoaks Society is compiling a Local List of important buildings
24.12.2014	Local Press Article	Public	Press	Sevenoaks Chronicle	NALS's second bid for business rates from Sevenoaks firms to be spent on local projects
1.1.2015	NDP Newsletter				
8.1.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Proposal for pedestrians and cars to have equal rights of way outside Bat & Ball station
13.1.2015	Sports Strategy Meeting	Representatives from: STC, New Beacon School, Sevenoaks Indoor Bowls Club, Hollybush Residents Association, Shonas Runners, Oak Martial Arts, Sevenoaks Hockey Club, Kent Cricket, Lightening School of Gymnastics Plymouth Drive Resident, Knole Academy, Sencio, Tennis Academy, Sevenoaks Town Football, Sevenoaks Rugby, Sevenoaks District Cricket, Sevenoaks Sports Council Linda Larter and Bonnie Tarling – Committee Clerk	Sevenoaks Community Centre	Agenda and minutes	Updates on Community Investment plan matters relating to Sports Strategy, review of feasibility and timetable for discussion, update on Greatness Recreation Ground, update on The Vine, Knole Paddock, Hollybush Recreation Ground, Community Ground, Former Wildermesse School Site, Informal free access to sports, traditional sports lessons, spectators, school sites, partnerships with neighbouring or other authorities, new sports sites and questionnaire on access for disabled and vulnerable people requested to be completed by members.
13.1.2015	Internal memo	Clr Piper, Cllr Parry, Cllr Hogarth	Email	Internal memo	Notifying Cllrs that Hugh D'Alton and Linda Larter met with Adrian Piggott at KCC to discuss Sevenoaks District Strategy for Transport progress and funding.
15.1.2015	Sevenoaks Chronicle - Letters to Local Press	Roger Lee, Maggie Miles and Cllr Hogarth	Press	Newspaper Article	Feedback for the shared space vision for outside Sevenoaks Station
20.1.2015	NDP Steering Committee	NDP Steering Committee, open to the public	STC website	Agenda and Minutes	Questionnaire sample documents Integrated Transport notes from consultant Pedestrian Audit consultant confirmed Age Demographics Geographic Spread Public Consultation Event Online Documents
1.2.2015	NDP Newsletter				
12.2.2015	Chronicle article	Public	Press	Sevenoaks Chronicle	Proposal for pedestrians and cars to have equal rights of way outside Bat & Ball station

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
3.3.2015	Meeting with Jonathan Cage, Create Consulting Engineers and follow up email	Linda Larter, Jonathan Cage, Hugh D'Alton	STC Offices and over email	Internal	Discussing the Integrated Transport Report. Agreed to prepare two base plans: one a base line position and the second outlining opportunities for delivering integrated transport in Sevenoaks. Observations by Jonathan Cage over email on Bat & Ball station and pedestrian crossing facilities. Progress report and link to questionnaire results, DCLG report on national progress on NP, Consultation from FERIA Urbanism and arrangement of assistance for advancing NDP Pedestrian audit/facilities aims reiterated
3.3.2015	NDP Steering Committee	NDP Steering Committee, open to the public	STC website	Agenda and Minutes	First mention of NDP in Mayor's letter and in list of services on back page
Spring 2015	Town Crier	Public	Press	Sevenoaks Town Crier	Promoting Annual Town Public Meeting discussion on NDP
12.3.2015	Local Press Article x 3 Concerns Letter	Public Debbie King Linda Larter and Patricia Gorton	Press Letter Chain	Sevenoaks Chronicle Letters	Concerns for Sevenoaks Car Parking areas
12.3.2015	Local Press Article x 3 Concerns Letter	Public Debbie King Linda Larter and Patricia Gorton	Press Letter Chain	Sevenoaks Chronicle Letters	Promoting Annual Town Public Meeting discussion on NDP Concerns for Sevenoaks Car Parking areas
16.3.2015	Planning committee meeting	Planning Committee, Town Clerk, Assistant Town Clerk	Council Chambers	Agenda and minutes	Received and considered draft copies of banners relating to NDP discussions for display at the Annual Town Meeting produced by an external consultant. Resolved that the volume of modifications requires the display of banners to be deferred to a future consultation event.
19.3.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Advertising community centre competition
19.3.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing data from the 2014 questionnaires to be reviewed and available online. Announcing exhibition at the next annual town council meeting on 23.3.2015

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
23.3.2015	42nd Annual Town Meeting	Cllr Arnold, Cllr Baker, Cllr Busvine, Cllr Dr Canet, Cllr Clack, Cllr Eyre, Cllr Hogarth, Cllr London, Cllr Parry, Cllr Piper, Cllr Raikes, Cllr Walshe, Freeman of the Town of Sevenoaks, Town Clerk, Assistant Town Clerk, Committee Clerk, 71 members of the public	The Plaza Suite at the Stag Community Arts Centre	Agenda and Minutes	Received responses to the NDP questionnaire, posted on the STNP website
26.3.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing reaching of shortlist for community centre designs
1.4.2015	NDP Newsletter				
28.4.2015	Sports Strategy Meeting	representatives of STC, Sevenoaks Athletics, Sevenoaks Primary School, Riverhead Angels, SDC, Sevenoaks Football Club, Better Body Group, New Beacon School, Hollybush Residents Association, Shonas Runners, Oak Martial Arts, Sevenoaks Hockey Club, Sevenoaks School, Knole Academy, Sencio, Sevenoaks Rugby and Sevenoaks Sports Council Linda Larter and Bonnie Tarling, committee clerk	Sevenoaks Community Centre	Agenda and minutes	Discussed/received updates on Greatness recreation ground, the vine, Knole Paddock, Hollybush Recreation Ground, Community Centre, Former Wildernesse School Site, Sencio Leisure Centre, Informal free access to sports, traditional school sports lessons, spectators, school sites, partnerships with neighbouring and or other authorities, new sports sites, questionnaire on access for disabled and vulnerable people requested to be resent and completed by June 2015.
Summer	Town Crier	Public	Press	Sevenoaks Town Crier	NDP listed in services on the back page
7.5.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing reaching of shortlist for community centre designs
14.5.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Advertising 5 different visions (shortlist) for Bat & Ball Community Centre to encourage public participation
19.5.2015	Integrated Transport Strategy and Parking Study: Proposed plans	Create Consulting Engineers Ltd	Plan documents	Provided to STC	Including plans for: potential pedestrian improvements Bat & Ball signalised junction, Potential town centre, gyratory system Potential pedestrian improvements, Hitchen Hatch Lane/London Road Signalised junction.
21.5.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Timescale for RIBA exhibition. Announcing the public competition for architects to design Bat & Ball Community Centre, to encourage public involvement.
21.5.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Public comments on Community Centre concepts
28.5.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing STC have chosen the winning architect firm to design the Bat & Ball Community Centre, to be announced at later date.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
28.5.2015	Email from Linda Larter to Jonathan Cage (Create Consulting Engineers)	Linda Larter, Jonathan Cage, Hugh D'Alton, Simon Raikes	Email	Internal email	NDP Sevenoaks Integrated Transport Strategy draft with tracked changes. Request for comment on the references to needing a car parking study Request that the colour printed version with photographs be changed so that blue is predominant rather than red to reflect STC corporate colour Request for revised version with photographs in advance of next meeting on 3.6.2015
May 2015	Draft Transport Strategy and Parking Study for the Town of Sevenoaks	Create Consulting Engineers LTD			Printed draft Transport Strategy
4.6.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing STC applying to list Bradbourne Lakes as an "asset of community value"
11.6.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Theis and Khan architect firm chosen to design the Bat & Ball Community Centre
18.6.2015	Email chain with Austin Blackburn of Go Coach	Austin Blackburn of Go Coach, Jonathan Cage of Create Consulting Engineers, Hugh D'Alton and Linda Larter	Email	Internal email	Following responses from NDP Questionnaire, suggested orbital route for Sevenoaks and arrangement of in person meeting to discuss
29.6.2015	Meeting to discuss potential orbital bus service in Sevenoaks	Richard Parry, Robert Piper, Simon Raikes, Linda Larter, Hugh D'Alton, Austin Blackburn of Go Coaches, Shane Hymers of KCC, Jonathan Cage of Create Consulting Engineers	STC Offices	Agenda and Minutes	Discussing potential routes, potential costs, KCC criteria for funding from s.106, next steps
2.7.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	TC seeking funding for an overhaul of the Environmental Park. Invites public comments
6.7.2015	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk, 3 members of the public	Council Chambers	Agenda and minutes	Received and considered a report on the progress of the NDP, including proposed banners. Resolved that the banners be approved for production subject to comments made at the meeting being incorporated.
9.7.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Detailing upgrades expected on Bat & Balls bike and taxi shelters
9.7.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Following feedback from NDP Questionnaire, STC invites public comments on plans for a new play area in Sevenoaks environmental park and offers 5 designs to choose from

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
28.7.2015	Sevenoaks Town Sports Strategy 2013-2015 draft	STC		Advertised in Sports Strategy Meeting 28.7.2015 Agenda and Minutes	Last updated 28.7.2015 Sports Strategy, including Hollybush Residents Association's response to the minutes of the STC Sports Strategy Meeting from 1.10.2014. Also includes Sports Strategy Disabled Audit.
28.7.2015	Sports Strategy Meeting	Representatives of: STC, member of public, Hollybush Residents Association, Sencio, SDC, Sevenoaks Rugby, Sevenoaks Sports Council, Sevenoaks Badminton Club, Sevenoaks Town Football Club Linda Larter and Bonnie Tarling – committee clerk	Sevenoaks Community Centre	Agenda and minutes	Discussed and received updates on: Sevenoaks Sports strategy document. Discussed and reviewed with recommendations and changes to be made.
29.7.2015	Internal memo re. taxi liaison from Clr Canet to Linda Larter	Linda Larter and Marilyn Canet	Notes	Internal memo	Taxi Liaison: Request for Integrated Transport Study draft link to be sent to Claire Perry in Licensing SDC, who will circulate to all 300 taxi drivers. To identify if there is a taxi notice in the Stag Theatre with freelance numbers as there are 2 taxi ranks in South Park Shops, cafes etc should have a taxi card with a number to call. Note that ranks have been tidied up and will be kept clean, and drivers are required to stay in their car when on a rank. Note that taxi drivers are interested in amount of unmet need in Sevenoaks and welcomed the study.
3.8.2015	Email from John Morrison (member of Steering Committee) r.e. Transport Consultancy report	John Morrison, Hugh D'Alton, Linda Larter,	Email	Internal email	Comments on the transport consultancy report prior to steering committee meeting. Identifying strengths and weaknesses of the report, written by Jonathan Cage of Create Consulting
3.8.2015	Email From Tony Clayton (STC Clr and member of Steering Committee) r.e. Transport Strategy document	Simon Raikes, Roderick Hogarth, Linda Larter, Tony Clayton, Hugh D'Alton	Email	Internal email	Comments on the draft transport strategy for the NDP
3.8.2015	SDC initial comments on STC's transport strategy draft prior to comprehensive consultation	Linda Larter and Richard Morris of SDC, Clr Fleming, Robert Piper	Email	Internal email	Prior to a comprehensive consultation. Comments from the SDC Planning Policy team as requested by Clr Fleming. Clr Piper and Linda replied to this email chain noting that the Transport Strategy is a draft and not STC policy and was received from the consultant at the same time as all Steering Committee members received it.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
3.8.2015	NDP Steering Committee	NDP Steering Committee and Open to the Public	STC website	Agenda and Minutes:	Questionnaire promotion, Integrated Transport Strategy draft received, Draft banners received, Provisional comment from SDC on Integrated Transport Strategy draft received
6.8.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing traffic expert's plans to introduce a one-way system for Sevenoaks Town Centre
6.8.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Front page and article re NDP transport proposals
6.8.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Public comments on one way systems proposal
6.8.2015	Press Release	STC press release mailing list	STC website	Press release	On new hourly No 8 bus service to Sevenoaks Town Centre with reference to NDP.
11.8.2015	Friends of Bat & Ball Station Committee Meeting	Friends of Bat & Ball Committee and open to the public	STC Chambers	Agenda and Minutes	Strategic aims updates received
13.8.2015	Local Press Article x2	Public	Press	Sevenoaks Chronicle	Public comments on proposed one-way systems
20.8.2015	NDP WordPress website	Public and NDP mailing list	NDP website	NDP website and NDP mailing list	Public comments on Open Spaces
21.8.2015	Email from Hugh D'Alton	NDP mailing list	Email	Internal email	Announcing consultation on the Integrated Transport Strategy with a link to the document.
27.8.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Inviting comments to be considered at next NDP steering committee meeting on draft Sevenoaks integrated transport strategy.
Autumn 2015	Town Crier	Public	Press	Sevenoaks Town Crier	Letter by Tony Clayton on safe routes to schools, re new bike routes proposal
1.9.2015	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk	Council Chambers	Agenda and Minutes	3 pages on NDP Listed in services on the back page
3.9.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Received and notes NDP Steering Committee minutes from 3.8.2015 meeting. Public comments on new bike route from Camden Road to the Trinity School via Wickenden Road. Referred to by IR5

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
14.9.2015	NDP Steering Committee	NDP Steering Committee and open to the Public	STC website	Agenda and Minutes	Agenda and Minutes: Consultation on NDP Banners dates noted Consultation responses on Integrated Transport Strategy received
16.9.2015	NDP WordPress website	Public and NDP mailing list	NDP website	NDP website and NDP mailing list	Announcing consultation on "main themes" banners and physical consultation dates.
28.9.2015	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk	Council Chambers	Agenda and Minutes	Received and notes NDP Steering Committee minutes from 14.9.2015 meeting.
12.10.2015	Planning Committee Meeting	Planning Committee, Assistant Town Clerk, 6 members of the public	Council Chambers	Agenda and minutes	Received and noted SDC's Call for Sites consultation. Resolved to bring it back to next meeting for STC to identify potential sites. Received KCC consultation on street lighting and resolved that a collective response be considered at next meeting. Received consultation on Local Government Boundary Commission Consultation on the revised scheme for Sevenoaks. Resolved to strongly support the proposed modification.
15.10.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	STC's long term ideas for Tarmac Quarry, including a water park
22.10.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing intention to locate and restore Bat & Ball Station's original colours
22.10.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Oyster in Sevenoaks campaign backed by GLA report
26.10.2015	NDP Steering Committee	NDP Steering Committee and open to the Public	STC Chambers	Agenda and Minutes	Consultation on NDP Banners SDC call for Sites
26.10.2015	Land Allocations document				Explaining how the NDP needs to conform with the Local Plan and SDC Core Strategy documents.
28.10.2015	NDP WordPress website	Public and NDP mailing list	NDP website	NDP website and NDP mailing list	Providing background on SDC call for Sites. Announcing the steering committee's recommendations for how the NDP can support these.
29.10.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Detailing Council's aims for South Park developments as part of long-term plans for town

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
29.10.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing No.8 Bus Route to provide an additional service route around Sevenoaks.
10.11.2015	Friends of Bat & Ball Station Meeting	Friends of Bat & Ball Committee and open to the Public	STC Chambers	Agenda and Minutes	Update on strategic aims for Bat & Ball Station Received consultation from A2D Architects and update on Environmental Visual Audit
12.11.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Proposing express route to London from Bat and Ball station
7.12.2015	NDP Steering Committee	NDP Steering Committee and open to the Public	STC Chambers	Agenda and Minutes Community engagement record	Consider site allocations - Bat & Ball regeneration - Wildermesse School sites - Farmers Site - Edwards Electrical - Gas Holders Site - South East Water Site - BT Telephone Exchange - Secondary Shopping areas - Station Square / shops - Tarmac Site Consultation on NDP Banners dates: 11.11.2015 and 12.12.2015
10.12.2015	Local Press Article	Public	Press	Sevenoaks Chronicle	Advertising NDP consultation on Main Themes dates 11.11.2015 and 12.12.2015, to close on 1.1.2016
11.12.2015	NDP Banner Consultation	Public	Sevenoaks Station	Agenda and Minutes of 26.10.2015 Steering Committee Meeting	Physical consultation on "main themes" banners
12.12.2015	NDP Banner Consultation	Public	Stag, Plaza Suite	Agenda and Minutes of 26.10.2015 Steering Committee Meeting	Physical consultation on "main themes" banners
Winter 2016	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
Spring 2016	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
18.1.2016	NDP Steering Committee	NDP Steering Committee and open to the Public	STC Chambers	Agenda and Minutes	Agenda and Minutes: Site allocations discussed Presentation from Croudance on Brittain Lane Call for "small" sites to commence February 2016
26.1.2016	Minutes of NDP Steering Committee Meeting 18.1.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 233 recipients	Minutes of last meeting

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
28.1.2016	Sevenoaks Chronicle	Sian Elvin	Press	Newspaper Article	Green Belt Site identified for new homes
25.2.2016	Agenda for NDP Steering Committee 29.2.2016	NDP Mailing list	Mailchimp	Sent to NDP subscribers – 230 recipients	Agenda for next meeting
29.2.2016	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes Community engagement record	Design Review Panel strategy received Site Allocations discussed Consultations on Main Themes received Agreement to masterplan for Northern Sevenoaks
1.3.2016	NDP WordPress website	NDP mailing list and Open to the public	NDP website	NDP mailing list and NDP website	Seeking nominations for small sites. Consultation to close 4.3.2016.
10.3.2016	Minutes for NDP Steering Committee 29.2.2016	NDP mailing list	Mailchimp	Send to NDP Subscribers – 231 recipients	
10.3.2016	Local Press Article	Public	Press	Sevenoaks Chronicle	Announcing Annual Town Public Meeting and presentation on Local List
10.3.2016	Local Press Article	Public	Press	Sevenoaks Chronicle	Rugby club's 3G pitch plans to help fight child obesity
17.3.2016	Local Press Article	Public	Press	Sevenoaks Chronicle	Detailing café plans for former Bat and Ball rail station
17.3.2016	Call for Sites public consultation 17.3.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 231 subscribers	
21.3.2016	43rd Annual Town Meeting	Cllr Busvine, Cllr Dr Canet, Cllr Chakowa, Cllr Clayton, Cllr Eyre, Cllr Hogarth, Cllr Parry, Cllr Mrs Parry, Cllr Raikes, Cllr Walsh, Town Clerk, Assistant Town Clerk, Deputy Town Clerk, Committee Clerk, Sevenoaks Community Centre Administrator, 80 members of the public	The Large Hall at the Sevenoaks Community Centre	Agenda and Minutes and press articles	Presentation by David Gamble on Sevenoaks Local List
7.4.2016	Agenda for NDP Steering Committee 11.4.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 230 recipients	
11.4.2016	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes	Placemaking Workshop Call for small sites Transport Strategy Timetable Publishing planning policy to residents' groups
25.4.2016	Planning Committee Meeting	Planning Committee, Town Clerk	Council Chambers	Agenda and Minutes	Received and notes NDP Steering Committee minutes from 11.4.2016 meeting.
19.5.2016	Agenda for NDP Steering Committee 23.5.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 230 recipients	
23.5.2016	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes	Placemaking Workshop Call for small sites
28.6.2016	Agenda for NDP Steering Committee 1.8.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 228 recipients	

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
18.7.2016	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk	Council Chambers	Agenda and minutes	Masterplanning of Northern Sevenoaks: progress report considered and resolved that delegated authority be given to the Town Clerk and Chairman of Planning to progress the project and obtain tenders.
Summer 2016	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
1.8.2016	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes Community engagement record	Design Review Panel – presentation from local architect Sarah Williams and Chris Lamb of Design South East on the benefits of incorporating Design Review into the development process. Approval for brief for Northern Sevenoaks Masterplan Neighbourhood Plan Vision
1.9.2016	Minutes for NDP Steering Committee 30.8.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 226 recipients	
29.9.2016	NDP Steering Committee October meeting cancelled	NDP mailing list	Mailchimp	Sent to NDP subscribers – 225 recipients	
1.9.2016	Sevenoaks Chronicle	John Edge	Press	Newspaper Article	Planning
12.9.2016	Planning Committee Meeting		Council Chambers	Agenda and minutes	Received NDP Steering Committee minutes 30.8.2016. Northern Sevenoaks Masterplan: Received the brief supplied to consultants with the invitation to tender. Resolved that Cllrs Dr Canet, Eyre, Mrs Parry, Piper and Raikes will take part in the selection process.
15.9.2016	Sevenoaks Quarry Liaison Committee meeting	Sevenoaks Quarry Liaison meeting: Representatives from STC, Offord Parish Council, Freeland Horticulture Ltd, local residents, Tarmac limited	Tarmac Sevenoaks Quarry Office	Agenda and minutes	Report by Tarmac including complaints received, trespass incidents, statutory visits, and quarry development Report by other site operators Report by KCC
3.11.2016	Email from Hannah Gooden to Network Rail, Southeastern, KCC Highways and STC	Linda Larter, Hugh D'Alton (STC), Hannah Gooden (SDC) Steven Taylor (Network Rail) Mike Gibson, Peter Stapleton (Southeastern), Vicki Hubert, Louise Rowlands (KCC) Cllr Piper, Antony Lancaster, Roger Fitzgerald (ADP architecture)	Email	Internal email	Inviting Network Rail, Southeastern, KCC Highways and STC to a meeting with SDC prompted by Sevenoaks Society to discuss a potential 'masterplan' for Sevenoaks Station Area. To be held 22.11.2016
7.11.2016	Planning Committee Meeting	STC Planning Committee and public	STC Chambers	Agenda, Minutes and Update Sheet detailing the Sevenoaks Station Masterplan Proposal and invitation to meeting on 22.11.2016	STC to appoint representatives to attend the Sevenoaks Station meeting on 22.11.2016 SDC to be requested to invite representations from: Owners of the Farmer Site and 160 London Road buildings, and a representative from Premier Inn.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
17.11.2016	Agenda for NDP Steering Committee 21.11.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 225 recipients	Dates given for consultation sessions on 15.3.2017 at STC with presentations for how Sevenoaks could change in the next 30 years.
21.11.2016	NDP Steering Committee	NDP Steering Committee and open to the Public	STC Chambers	Agenda and Minutes	Northern Sevenoaks Masterplan - introduction and presentation from Urban Initiatives Studio Terms of Reference
22.11.2016	Sevenoaks Station Area Meeting	SDC: Cllr Fleming, Antony Lancaster, Hannan Gooden, Simon Taylor Sevenoaks Society: Roger Fitzgerald STC: Cllr Piper, Linda Larter, Hugh D'Alton KCC: Louise Rowlands, Ashley Ralph Southeastern: Peter Stapleton, Nina Peak Sevenoaks Rail travellers Association: Andrew Stott Network Rail: Elliot Stamp	Council Offices, Argyle Road, Sevenoaks, Conference Room	Agenda and Minutes	Local plan update, Identifying areas of focus, key issues and opportunities and restraints for Sevenoaks Station Area Update on NDP (STC) and Integrated Transport Plan (KCC) Next steps
5.12.2016	Minutes for NDP Steering Committee 21.11.2016	NDP mailing list	Mailchimp	Sent to NDP subscribers – 225 recipients	
5.12.2016	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk, 2 members of the public	Council Chambers	Agenda and minutes	Considered a report on the Northern Sevenoaks Masterplan. Approved the appointment of Consultant 3 - Urban Initiatives Studio.
12.12.2016	Stakeholder meeting with landowners Stakeholder meeting open to all stakeholders	Landowning stakeholders All stakeholders	STC Chambers	Community engagement record	To inform Northern Sevenoaks masterplan
Winter 2017	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
12.1.2017	Agenda for NDP Steering Committee	NDP mailing list	Mailchimp	Sent to NDP subscribers - 231 recipients	
13.1.2017	Stakeholder meeting with Kent Wildlife Trust	Kent Wildlife Trust		Community engagement record	Initial meeting
16.1.2017	Feedback from Greatness Residents' Association on Northern Sevenoaks masterplan	STC Councillors, Cllr Purves, Cllr Schneider, Keith Hilson of Greatness Residents' Association, Linda Larter, Hugh D'Alton	Email	internal email	Feedback given on the ideas for the Northern sevenoaks masterplan. Agreement with the majority of ideas and principles but disagreement with the concept of placing housing on the Greatness Recreation Ground.
16.1.2017	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk, 8 members of the public	STC Chambers	Agenda and minutes	Received a presentation on the Northern Sevenoaks Masterplan Consultant's current proposals. Resolved to support the vision outlined
16.1.2017	NDP Steering Committee meeting	Steering Committee, Town Clerk, Assistant Town Clerk and 4 other members of the public	STC Chambers	Agenda and minutes Community engagement record	Received a presentation on the Northern Sevenoaks Masterplan Consultant's current proposals. Resolved to support the vision outlined

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
30.1.2017	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk		Agenda and Minutes	Received and notes NDP Steering Committee minutes from 16.1.2017
3.2.2017	Stakeholder meeting with Kent Wildlife Trust Stakeholder meeting with Tarmac	Kent Wildlife Trust Tarmac	STC Chambers	Community engagement record Agenda and Minutes Community engagement record Agenda and minutes	Second meeting with stakeholders re Northern Sevenoaks masterplan
23.2.2017	Agenda for NDP Steering Committee	NDP mailing list	Mailchimp	Sent to NDP subscribers - 230 recipients	
23.2.2017	Correction of venue for Annual Town Council meeting	NDP mailing list	Mailchimp	Sent to NDP subscribers – 229 recipients	
24.2.2017	Northern Sevenoaks Masterplan from Urban Initiatives Studio consultation	NDP mailing list	Mailchimp	Sent to NDP subscribers – 229 recipients	
Spring 2017	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
27.2.17	NDP Steering Committee Planning Committee Meeting	NDP Steering Committee and open to the public Planning Committee	STC Chambers (both)	Agenda and Minutes (both)	Northern Sevenoaks Masterplan Noted stakeholder consultation session dates. Resolved to issue a Press Release on Northern Sevenoaks Masterplan consultation events Received emerging NDP Draft Policies
28.2.2017	Email from Greatness Residents Association secretary, requesting support in their campaigning for the transformation of the area in front of One Stop Shop, Seal Road, and Bat and Ball.	Richard Parry, Karen Hilson of Greatness Residents' Association, Linda Larter, Stephen Arnold, Andrew Eyre, Robert Piper, Roderick Hogarth, Simon Raikes	Email	Internal email from Karen Hilson to Richard Parry, forwarded to Linda Larter, Stephen Arnold, Andrew Eyre, Robert Piper, Roderick Hogarth, Simon Raikes	Request for STC councillors to assist Greatness Residents' Association with their negotiations with local authorities. Invitation to meet or speak with, to explain the project in further detail. Request from Richard Parry for this to be discussed at the Chairmen's meeting on 2.3.2017.
8.3.2017	Announcement and agenda for supplementary 2-hour meeting for NDP Steering Committee 13.3.2017	NDP Steering Committee and open to the public	STC Chambers	Mailchimp mailer sent to NDP subscribers – 228 recipients	
13.3.2017	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes	North Sevenoaks Masterplan Emerging NDP Draft Policies
15.3.2017	Northern Sevenoaks masterplan - stakeholder workshop	NDP Stakeholders	STC Chambers	Mailchimp mailer to NDP subscribers – 229 recipients.	Workshop sessions with stakeholders with consultants presenting visions of how the area could change in 30 years, including leisure facilities at current Tarmac Quarry, new pedestrian and cycle routes, new Bat & Ball Centre and restored Station.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
16.3.2017	Press cutting	Public	Press	Sevenoaks Chronicle	Invitation for residents to attend the Annual Town Meeting on 20.3.2017 for a presentation on the Northern Sevenoaks Masterplan.
16.3.2017	Meeting of the Sevenoaks Quarry Liaison Group	Sevenoaks Quarry Liaison Committee: Representatives from STC, Otford Parish Council, Freeland Horticulture Ltd, local residents, Tarmac limited, KCC, Dartford and Sevenoaks Environmental Health, Seal Parish Council	Sevenoaks Community Centre	Agenda and minutes	Report by Tarmac, report from other site officers, report by KCC and presentation from STC on Northern Sevenoaks Masterplan
20.3.2017	44th Annual Town Meeting with presentation from consultants on future potential developments in Sevenoaks	Public (162 members), Urban Initiatives Studio representatives - Laura Hart and Hugo Nowell, Linda Larter, Hugh D'Alton, Ann White, Committee Clerk, Liz Hodgson	Sevenoaks Community Centre	Mailchimp mailer to NDP subscribers – 229 subscribers. Northern Masterplan leaflets distributed advertising the presentation to take place	Advertised presentation from consultants (Urban Initiatives Studio) at Town Council meeting.
5.4.2017	Notification of NDP Steering Committee meeting rescheduling and agenda for 24.4.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers – 269 subscribers	
5.4.2017	Request for Town Clerk to present to school assemblies about consultation on Northern Sevenoaks Masterplan	Mary Boyle	Email	Internal email	Arranging to present on 22.5.2017
7.4.2017	Presentation at Local Groups Workshop on Northern Sevenoaks Masterplan	Urban Initiatives Studio present	STC Chambers		Presentation slides on Northern Sevenoaks Masterplan, including background, vision and ideas.
10.4.2017	Planning Committee Meeting	Planning Committee		Agenda and minutes	Timetable for Northern Sevenoaks Masterplan noted. Final version of Draft Masterplan to be agreed by NDP Steering Committee and Planning Committee.
11.4.2017	Email from Paul Lansdale of Sevenoaks Town Football Club to Hugh D'Alton, forwarded by Linda Larter to Urban Initiatives Studio	Paul Lansdale, Sevenoaks FC, Hugh D'Alton, Linda Larter, Laura Hart of Urban Initiatives Studio	Email	Internal email	Outlining the areas currently used by Sevenoaks Town Football Club and "wish list" for Northern Masterplan. Urban Initiatives Studio updated the plan to reflect this and sent a draft questionnaire, with feedback given by Linda Larter
24.4.2017	Planning Committee meeting	Planning committee, open to public Urban Initiatives Studio	STC Chambers	Agenda and minutes	Presentation from consultants Urban Initiatives Studio. Committee considered amendments to draft Northern Sevenoaks Masterplan before consultation opens on 12.5.2017 Audit trail distributed Northern Sevenoaks Masterplan unanimously endorsed for consultation

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
Summer 2017	Town Crier	Public	Press	Sevenoaks Town Crier	Listed in services on the back page
2.5.2017	Leaflet Drop	Public		Leaflets	Promotional material advertising consultation arrangements distributed to all houses within plan area
4.5.2017	Local Press Article	Public	Press	Sevenoaks Chronicle	Promotional page on Northern Sevenoaks Masterplan advertising consultation arrangements
12.5.2017	Public Consultation Formally Launches	Public and stakeholders	Mailchimp	Mailchimp mailer sent to NDP subscribers – 259 recipients Press release sent to STC press release mailing list and available on STC website.	Copies of draft plan available to view online and in hard copy, consultation response material made available Draft Northern Sevenoaks Masterplan consultation commenced
12.5.2017 - 13.5.2017	Public Consultation on Northern Sevenoaks masterplan - manned exhibition	Public and stakeholders	At Sevenoaks Community Centre	Mailchimp mailer sent to NDP subscribers – 259 recipients Press release sent to STC Press release mailing list and available on STC website.	Exhibition boards to stay at the Community Centre until 4.6.2017 including posters advertising how to comment on the consultation
16.5.2017	Recommendation that the Steering committee resolves to remove elements from the masterplan	NDP Steering Committee	On Agenda for NDP Steering Committee 22.5.2017	Agenda for 22.5.2017	Recommendation to the committee to remove the following areas that are outside of the Parish from the masterplan: <ul style="list-style-type: none"> – the circa 850 homes to the north of the wildlife reserve, including any elements of development in Dunton Green, – the long term aspiration for a link road between Northern Sevenoaks and Dunton Green, whilst retaining support for a pedestrian and cycle link between the two areas, – the proposed expansion to the north of the vestry estate, stating instead a preference for intensification of the existing vestry estate before any consideration is given to expansion. This follows early feedback at the public consultation
17.5.2017	Agenda for Planning Committee 22.5.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers – 259 recipients	

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
22.5.2017-25.5.2017	Knole Academy Assembly	Students and staff of: Knole Academy	Knole Academy	Assembly	Presentation of Northern Sevenoaks masterplan
22.5.2017	Planning Committee Meeting	Planning Committee, Town Clerk, Assistant Town Clerk and 6 members of the public	STC Chambers	Agenda and Minutes	Update on consultation feedback on the draft Northern Sevenoaks Masterplan. Recommended amends (16.05.2017) agreed. Resolved that Urban Initiatives Studio be appointed to assist with the development of the Neighbourhood Plan.
23.5.2017	Press release announcing changes to the Northern Sevenoaks Masterplan	Public and STC press release mailing list	STC website	Press release	Background on the development of the Northern Sevenoaks Masterplan and the decision made at the 22.5.2017 meeting to not include proposals for areas outside of the Sevenoaks Town Parish boundary.
23.5.2017	Email from Linda Larter to Otford Parish Council clerk	Nick Rushby, Hugh D'Alton, Robert Piper	Email	Internal email	Notifying Otford Parish Council that STC considered the Masterplan Consultation at the steering committee meeting on 22.5.2017. STC agreed to remove the new proposals in the masterplan that are within the parishes of Duntun Green and Otford. Press release attached.
23.5.2017 - 24.5.2017	Trinity School Assembly	Town Clerk presentation to students and staff of Trinity School	Trinity School	Assembly	
23.5.2017	Email from Hugh D'Alton to Duntun Green clerks, Otford Parish Council clerk, Riverhead Parish Council and Lorna Talbot	Duntun Green Parish Council, Otford Parish Council, Riverhead Parish Council	Email	Internal email prior to Northern Sevenoaks Masterplan meeting	Notifying that STC has resolved to remove any reference to proposals outside of the town council's parish boundary from the Masterplan.
24.5.2017 - 25.5.2017	Knole Academy Assembly	Town Clerk presentation to students and staff of Knole Academy	Trinity School	Assembly	
4.6.2017	Northern Sevenoaks Consultation closes				
13.6.2017	Inaugural Meeting to discuss potential Arts/Cultural Quarter	NDP Steering Committee and open to the public		Agenda and Minutes	Background to Neighbourhood Development Plan Economic/Social benefits of creating an Arts/Cultural Quarter Potential area/facilities
28.6.2017	Agenda for NDP Steering Committee 3.7.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers 261 recipients	
3.7.2017	NDP Steering Committee	NDP Steering Committee and open to the Public	STC Chambers	Agenda and Minutes	Report on consultation responses and agree modifications to be made to the plan

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
19.7.2017	Agenda for NDP Steering Committee 31.7.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers – 268 recipients	
31.7.2017	NDP Steering Committee Meeting	NDP Steering Committee	STC Chambers	Agenda and minutes	Northern Sevenoaks Masterplan: summary of responses to the Northern Masterplan Consultation received. The Masterplan to be endorsed subject to the removal of homes on the eastern periphery of the Wildlife Reserve.
1.8.2017	Meeting to discuss potential Arts/Cultural Quarter			Agenda and Minutes	Scope for a Cultural Quarter
3.8.2017	SDC's Issues and Options consultation	Every household in Sevenoaks District with 30% response rate (15,375 responses from individuals and organisations)	Sevenoaks District Households	Questionnaires delivered to households	The Issues and Options consultation ran for 6 weeks from Thursday 3rd August 2017 to Thursday 5th October 2017 in the form of a questionnaire. Question 3A of the questionnaire asked: "To what extent do you support or oppose the following concepts... Draft Northern Sevenoaks Masterplan". The analysis of responses shows that a total of 13,759 responses were made to this question with 66% responding with Support or Strongly Support. Refer to Appendix E of this Consultation Statement.
9.10.2017	Vestry Estate Study by Otford Parish Council	Otford Parish Council			Established to test the assertion made in the Northern Sevenoaks Masterplan that companies currently located on the small employment sites in Northern Sevenoaks would migrate to the Vestry Estate so that the land thus liberated could be used for residential and community development.
15.11.2017	Agenda for NDP Steering Committee 20.11.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers – 261 recipients	
20.11.2017	NDP Steering Committee Meeting	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes	Northern Sevenoaks Masterplan feedback from Issues and Options Timetable for Neighbourhood Plan Preparation Northern Sevenoaks Masterplan feedback from Issues and Options
Winter 2018	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
10.1.2018	Announcing postponement of 15.1.2017 meeting for 29.1.2017 for draft version of NDP to be ready by	NDP mailing list	Mailchimp	Sent to NDP subscribers – 258 recipients	Meeting rescheduled
24.1.2018	NDP Steering Committee	NDP mailing list	Mailchimp	Sent to NDP subscribers – 258 recipients	With first draft Neighbourhood Plan document
29.1.2018	NDP Steering Committee	NDP Steering Committee and open to the public	STC Chambers	Agenda and Minutes	Draft Neighbourhood Plan - initial comments made Update on Neighbourhood Planning Legislation Neighbourhood Development Plan Timetable
29.1.2018	Planning Committee Meeting	Planning Committee	STC Chambers	Agenda and minutes	Discussion on draft Neighbourhood Plan. Email provided for members of the public or the Committee to forward comments on the draft.
7.2.2018	Agenda for NDP Steering Committee 12.2.2017	NDP mailing list	Mailchimp	Sent to NDP subscribers – 257 recipients	
12.2.2018	NDP Steering Committee Planning Committee Meeting	NDP Steering Committee and open to the public Planning Committee	STC Chambers	Agenda and Minutes	Comments received on the draft Neighbourhood Development Plan discussed and changes to be made agreed.
Spring 2018	Town Crier	Public	Press	Sevenoaks Town Crier	Page 2: mentions NDP as part of the Northern Masterplan section NP listed in services on the back page
March 2018	Sevenoaks Quarry report by David Lock Associates	David Lock Associates on behalf of tarmac			Report on the opportunity for a sustainable urban extension to northern Sevenoaks
14.3.2018	Announcing Annual Town Meeting with Presentation from NDP consultants	NDP mailing list	Mailchimp	Sent to NDP subscribers – 258 recipients, advertising Annual Town Meeting and relevancy to NDP	With presentation from NDP consultants summarising NDP progress to date and discussing draft NDP document
19.3.2018	45th Annual Town Meeting with presentation from NDP consultants	Public (63 members), 12 Councillors, Town Clerk, Assistant Town Clerk and Hugo Nowell and Laura Hart of Urban Initiatives Studio	Sevenoaks Community Centre	Agenda and Minutes and mailer to NDP mailing list	With presentation from NDP consultants summarising NDP progress to date and discussing draft NDP document
26.3.2018	Announcing cancellation of NDP Steering Committee meeting 26.3.2018	NDP mailing list	Mailchimp	Sent to NDP subscribers – 257 recipients	Announcing cancellation
25.4.2018	NDP mailing list opt in for new GDPR	NDP mailing list	Mailchimp	Sent to NDP subscribers – 258 recipients	Mailer to opt in to continue receiving NDP mailings due to new GDPRs taking effect in May 2018.
25.4.2018	Meeting with SDC to discuss progress on the NP	SDC: Helen French and Hannah Gooden; STC Linda Larter (STC), Hugh D'Alton (STC); Urban Initiatives Studio: Hugo Nowell and Laura Hart	SDC Offices	Email	To discuss progress on NP, timetable and receive SDC comments. DFiscussion on need to carry out Economic Study taht would support Local Plan and NP

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
Summer 2018	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
16.7.2018	SDC Draft Local Plan Consultation	8,568 comments by 6,232 individuals and organisations in Sevenoaks District	Email	SDC's Local Plan mailing list, Statutory consultees, neighbouring authorities, town and parish councils	Draft Local Plan (Page 35 of the SDC Consultation Statement) The Draft Local Plan consultation ran for 8 weeks from Monday 16th July 2018 to Monday 10th September 2018. A total of 8,568 comments were made by 6,232 individuals and organisations. A total of 31 comments were made on site MX43 – Sevenoaks Quarry and a summary of these comments can be viewed at Appendix B on page 93 of the Consultation Statement PDF.
30.7.2018	Update on NDP progress	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 131 recipients	Consultants now appointed for economic impact proposals in NDP to be included in NDP draft. To go to steering committee and review and signing off by STC Planning Committee before final draft goes to public consultation.
Autumn 2018	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
18.12.2018	SDC Local Plan Regulation 19 Consultation	SDC's Local Plan mailing list, Statutory consultees, neighbouring authorities, town and parish councils	Email	Sent to SDC's Local Plan mailing list, Statutory consultees, neighbouring authorities, town and parish councils	The Regulation 19 Consultation ran for 6 weeks and 5 days from Tuesday 18th December 2018 to Sunday 3rd February 2019. A total of 3,566 comments were made by 1956 individuals and organisations. A total of 22 comments were made on site ST2-13 – Sevenoaks Quarry and a summary of these can be viewed at Appendix H on page 154 of SDC's Consultation Statement PDF.
Winter 2019	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
March 2019	Sevenoaks Urban Area Economic Study: Capacity and Impact Statement by SDC	Urban Initiatives Studio and Hatch Regeneris			Includes economic data to incorporate in NP and further assessment of sites identified in the NDPs
4.3.2019	STC Community Investment Plan 2019 presented at Finance and General Purposes Committee meeting	Finance and General Purposes Committee			Including reference to the NDP Investment plan
Spring 2019	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
Summer 2019	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
29.7.2019	Planning Committee Meeting	Planning Committee	STC Chambers	Agenda and minutes	Sevenoaks Neighbourhood Plan – Next Stages received
21.09.2019	STC Blue Skies Day	Cllr Bonin, Cllr Busvine, Cllr Camp, Cllr Dr Canet, Cllr Clayton, Cllr Eyre, Cllr Granville-Baxter, Cllr Hogarth, Cllr Michaelides, Cllr Parry, Cllr Piper, Cllr Raikes, Cllr Shea, Cllr Waite, Town Clerk, Deputy Town Clerk, Hugo Nowell of Urban Initiatives Studio		Agenda and minutes	Presentation by Town Clerk Update by Hugo Nowell on draft It was agreed that as Climate Change is the Town Council's highest priority this should be brought out more strongly in the NP
21.10.2019	Planning Committee Meeting	Planning Committee	STC Chambers	Agenda and minutes	Sevenoaks Neighbourhood Plan – Next steps. Resolved to continue to follow the schedule despite likelihood of further delays to the Local Plan.
28.10.2019	Agenda for NDP Steering Committee 4.11.2019	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 134 recipients	
4.11.2019	NDP Steering Committee Meeting	NDP Steering Committee and open to the public Planning Committee	STC Chambers	Agenda and Minutes	An updated Neighbourhood Plan (November 2019 draft) was presented at the meeting together with a revised Neighbourhood Plan programme. Further comments on the draft Plan were made and it was agreed to review all comments at the next meeting on 2.12.2019
6.11.2019	Minutes for NSP Steering Committee 4.11.2019	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 133 recipients	
18.11.2019	Planning Committee Meeting	Planning Committee	STC Chambers	Agenda and minutes	Draft neighbourhood plan: deadline for written comments from Councillors to be 25.11.2019.
27.11.2019	Agenda for NDP Steering Committee 2.12.2019	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 130 recipients	
2.12.2019	NDP Steering Committee Meeting	NDP Steering Committee and open to the public Planning Committee	STC Chambers	Agenda and Minutes	Presentation from Tarmac relating to proposals in Neighbourhood Development Plan & Local Plan Review and consider comments submitted on the pre-consultation draft of the Sevenoaks Town Neighbourhood Development Plan (November 2019)
10.12.2019	Minutes for NDP Steering Committee	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 129 recipients	
13.12.2019	December 2019 draft of the NDP	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 129 recipients	With link to download December draft Plan
16.12.2019	Planning Committee Meeting	Planning Committee	STC Chambers	Agenda and minutes	Minutes of STNP Steering Committee from 2.12.2019 received.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
17.12.2019	Site visit to Tarmac Site	Town Council Clerk; Town Councillors; Hugo Nowell of Urban Initiatives Studio	Tarmac site		Tour of site and operations
Autumn 2019	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
9.1.2020	NDP WordPress website	NDP mailing list and public	NDP website	NDP website and NDP mailing list	Announcing completion of draft Cultural Strategy, to be submitted for public consultation
13.1.2020	Planning Committee Meeting	STC Planning Committee, Town Clerk, Planning Committee Clerk, 16 members of the public, Hugo Nowell of Urban Initiatives Studio, David McCabe of Tarmac, Darren Bell of David Local Associates, William Bridges of Tarmac, David Adams of AGRE UK, David Parry of Cratus Communications	STC Chambers	Agenda and Minutes	Tarmac Ltd presentation on proposals related to NDP Sevenoaks Town Neighbourhood Development Plan: Committee discussed the consultation process and upcoming consultation event dates.
20.1.2020	NDP WordPress website	NDP mailing list and public	NDP website	NDP website and NDP mailing list	Providing presentation slides of Tarmac Ltd presentation
23.1.2020	Cultural Strategy for Sevenoaks - Stag Plaza Meeting	Public Art Organisations & Artists	Stag Plaza	Agenda and Minutes	Open to public, discussing the Cultural Strategy before submission for wider consultation.
30.1.2020	Announcing public consultation 31.1.2010 and 1.2.2020	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 129 recipients	Physical copies to be available to collect, with feedback forms and information summaries Online survey link available
31.1.2020	Regulation 14 Public Consultation	Public and stakeholders	Sevenoaks Kaleidoscope Library, STC Chambers, Stag Theatre Café, Sevenoaks Mainline Railway Station Foyer	Mailchimp, Emails sent to Statutory Consultants for comment rPosters put in shop windows	Ran from 31.1.2020-13.3.2020 but extended to 31.3.2020 Collecting feedback on NDP
Winter 2020	Town Crier	Public	Press	Sevenoaks Town Crier	Page 1: Mayor's letter and page 2 within the No. 1 priority section Listed in services on the back page
2.2.2020	Response from Seal Parish Council to Public Consultation feedback formal request	Seal Parish Council	Email	Requested via email	Particular comments in relation to Sevenoaks Quarry / the Tarmac site
7.2.2020	Letter from Sevenoaks Society's Chairman r.e. Proposed Cultural Quarter	David Green, Chairman of The Sevenoaks Society			Support given for STC's proposed Cultural Quarter, presented on 23.1.2020.

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
24.2.2020	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Assistant, 6 members of the public	STC Chambers	Agenda and Minutes	The Planning Committee resolved to extend the consultation period to 31.3.2020 to allow for more people to respond and the consultation to be advertised at the Annual Town Meeting on 16.3.2020
4.3.2020	Meeting with SDC	SDC officers, Town Clerk, Assistant Clerk, Hugo Nowell of Urban Initiatives Studio	SDC Offices	Email	Discussion on Local Plan progress, NP consultation and next steps
9.3.2020	Response from the Environment Agency to Public Consultation feedback formal request	The Environmental Agency - Statutory Consultant	Email	Requested via email	Provided STC with a copy of their "Neighbourhood planning for the environment" document produced by Environment Agency, Natural England, English Heritage and Forestry Commission. Recommended that the plan takes account of relevant Sevenoaks Borough Council's policies, plans and strategies.
11.3.2020	Response from Marine Management Organisation to Public Consultation feedback formal request	The Marine Management Organisation - Statutory Consultant	Email	Requested via email	No comment offered, as Sevenoaks is not in the Marine Plan Area.
12.3.2020	Response from Highways England to Public Consultation feedback formal request	Highways England - Statutory Consultant	Email	Requested via email	Highways England stated that they were satisfied that STC's NDP policies will not materially affect the safety, reliability and/or operation of the SRN and therefore do not offer any comments on the consultation.
13.3.2020	Response from Tarmac to Public Consultation formal feedback request	Tarmac – Darren Bell - Statutory Consultant	Email	Requested via email	Tarmac stated that they welcome the NDP progress and provided comments.
13.3.2020	Response from Network Rail to Public Consultation feedback formal request	Network Rail- Statutory Consultant	Email	Requested via email	Noted that several sites around the Bat & Ball station were proposed to be allocated for development and stated that they need to assess more thoroughly the impact on these developments.
23.3.2020	Response from Sevenoaks Society to Public Consultation feedback formal request	Sevenoaks Society	Email	Requested via email	Broadly supportive but specific comments in relation to vacant sites and the need for improvements to Bat and Ball junction
30.3.2020	Response to Public Consultation feedback	National Trust	Email		Comments, including on Knole Park
31.3.2020	Response from National England to Public Consultation feedback formal request	Natural England – Statutory Consultant	Email	Requested via email	Advice and comments

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
31.3.2020	Response from Historic England to Public Consultation feedback formal request	Historic England – Statutory Consultant	Email	Requested via email	Comments
2.4.2020	Response from Sevenoaks District Council to Public Consultation feedback formal request	Sevenoaks District Council	Email	Requested via email	Notes that NP will need to be in conformity to existing Local Plan, requirement for an SEA Screening Opinion (which SDC will provide) and provides other comments.
20.4.2020	Planning Committee Meeting	Planning Committee	Electronically	Agenda and Minutes	NDP update
Spring 2020	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
16.6.2020	Response from Network Rail to Public Consultation feedback formal request	Network Rail- Statutory Consultant	Email	Requested via email	Note o confirm that Network Rail would like to withdraw their holding objection (previous letter dated 13 March 2020)
Summer 2020	Town Crier	Public	Press	Sevenoaks Town Crier	Page 1: Mayor's letter NP listed in services on the back page
Autumn 2020	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
19.11.2020	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Discussion on Local Plan progress, NP consultation feedback and next steps including SEA Screening
24.11.2020	Agenda for NDP Steering Committee meeting 12.1.2021	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 134 recipients	Feedback from 2020 public consultation to be discussed by NDP Steering Committee
30.11.2020	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee clerk, 2 members of the public	Electronically	Agenda and Minutes	The Committee resolved to approve the revised STC Neighbourhood Plan timetable
1.12.2020	Response from Kent Downs AONB to Public Consultation feedback formal request	Kent Downs AONB – Statutory Consultant	Email	Requested via email	Detailed comments in respect of the AONB
Winter 2021	Town Crier	Public	Press	Sevenoaks Town Crier	Page 1: Mayor's letter and page 2 detailing revised programme of NDP NP listed in services on the back page
5.1.2021	YouTube link for live streamed NDP Steering Committee 12.1.2021	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 131 recipients	

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
12.1.2021	NDP Steering Committee	NDP Steering Committee and open to the public	Zoom meeting streamed live to YouTube	Agenda and Minutes	Collated comments from Regulation 14 consultation discussed and actions agreed
25.1.2021	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, 2 members of the public	Zoom meeting streamed live to YouTube	Agenda and Minutes	Summary of the draft NDP's status provided by Urban Initiatives Studio. Discussion on proposed amendments post Regulation 14 consultation deferred to next meeting
25.1.2021	Minutes of NDP Steering Committee	GDPR compliant NDP mailing list	Mailchimp	Sent to GDPR compliant NDP subscribers – 132 recipients	
8.2.2021	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Will Bridges of Tarmac, Darren Bell of David Lock Associates, David Parry of Cratus Communications, Simon Tucker of DTA Transport	Zoom meeting streamed live to YouTube	Agenda and Minutes	Presentation from Tarmac Ltd
9.2.2021	Response from Kent County Council Rights of Way and Access Service to Public Consultation feedback formal request	Kent County Council – Statutory Consultant	Email	Requested via email	Detailed comments in respect of the Rights of Way
10.2.2021	Extra Planning Committee Meeting to discuss NDP Steering Committee comments	Planning Committee, Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio	Zoom meeting streamed live to YouTube	Agenda and Minutes	Consultation response report – version 4 received. Suggested revised policy wording discussed and agreed
11.3.2021	NDP WordPress website	Public	NDP website	NDP website	Revised timetable for NDP
15.3.2021	47th Annual Town Meeting	14 Councillors, Town Clerk, and members of the public	livestreamed	Agenda and Minutes and mailer to NDP mailing list	Update provided on progress on the Neighbourhood Plan and next steps
22.3.2021	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Aaron Hill of SDC	Zoom meeting streamed live to YouTube	Agenda and Minutes	Updated NDP timetable received and press release to be issued on this.
24.3.2021	STC Press Release	Public and STC press release mailing list	STC website	Press release	Press release on updated NDP timetable
25.3.2021	Response from Kent County Council Flood and Water Management to Public Consultation feedback formal request	Kent County Council – Statutory Consultant	Email	Requested via email	Detailed comments in respect of water management and flooding
30.3.2021	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Discussion on Local Plan progress, update to NP and SEA Screening and Tarmac site
Spring 2021	Town Crier	Public	Press	Sevenoaks Town Crier	Page 9: revised timetable and final draft, press releases included. Link to completed NDP draft. NP listed in services on the back page

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
12.4.2021	NDP WordPress website	Public	NDP website	NDP website	Announcing the completion of the final draft
4.05.2021	SDC provide SEA Screening opinion	SDC consult Natural England, Environment Agency and Historic England on SEA Screening	Email	Email	SDC provide SEA Screening opinion – SEA not required. However 6 week consultation with Statutory consultees
10.05.2021	NDP Press Release	Sevenoaks Society	Sevenoaks Society website	Published on Sevenoaks Society website	Edited version of the previous STC press release on the NDP draft being complete. With added vision of the NDP and explanation.
12.5.2021	STC Press Release	Public and STC press release mailing list	STC website	Press release	Page 3 advertising importance of NDP in regards to residential allocations identified in the NDP
12.5.2021	NDP WordPress website	Public	NDP website	NDP website	Explaining NDP vision and next steps
20.5.2021	Press Release	Public and STC press release mailing list	STC website	Press release	Announcing the completion of the final draft and explaining the vision for the NDP
15.6.2021	SDC update on SEA Screening	SDC advise STC on outcome of SEA Screening	Email	Email	SDC confirm that Historic England have responded to the SEA Screening and in their opinion an SEA is required
Summer 2021	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
22.6.2021	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Discuss next steps in regard to SEA
21.7.2021	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio; AECOM	Electronically	Email	Discuss SEA process and application for Locality funding
26.7.2021	Planning Committee Meeting	Planning Committee, Town Clerk	Electronically	Agenda and minutes	Update to committee on SEA process
9.8.2021	SEA inception meeting	AECOM, Town Clerk, Planning Committee Clerk and Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Funding bid approved and AECOM appointed to prepare SEA
6.9.2021	SEA Scoping report draft	Planning Committee and Hugo Nowell (Urban Initiatives Studio)	Electronically	Email	AECOM provide STC with draft SEA Scoping report
20.9.2021	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk	Electronically	Agenda and minutes	Collated comments on Scoping Report agreed and provided to AECOM
28.9.2021	Consultation on SEA Scoping report	AECOM consult Natural England, Environment Agency and Historic England on SEA Scoping	Email	Email	SEA Scoping report sent to Statutory consultees by AECOM (5 week consultation until 2 November 2021)
15.11.2021	AECOM advise on updates to NP	AECOM advise STC of NP	Email	Email	AECOM advise STC on minor amendments to Neighbourhood Plan to enhance sustainability

DATE	ACTIVITY	WHO WAS CONSULTED?	WHERE?	HOW WAS IT PUBLICISED?	ADDITIONAL DETAILS
30.11.2021	Tarmac update to STC	Will Bridges (Tarmac); Darren Bell (David Lock Associates); Town Clerk, Planning Committee Clerk, and Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Exchange of information on progress on Tarmac site and Neighbourhood Plan
2.12.2021	Updated draft of Neighbourhood Plan prepared	Provided to STC, AECOM, SDC and Historic England for review	Electronically	Email	Revised version of NP prepared responding to AECOM's recommendations and making clear that NP does not seek to allocate sites
6.12.2021	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Discussion on December 2021 NP draft, SEA process and Local Plan progress
December 2021	Further discussion with Historic England	Historic England	Electronically	Email	Further changes agreed to December Draft - specifically wording of policies D1 and D2 relating to development at request of Historic England
Winter 2022	Town Crier	Public	Press	Sevenoaks Town Crier	NP listed in services on the back page
10.01.2022	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio, representatives from Tarmac and their design team and 1 member of the public	Electronically	Agenda and minutes	Presentation of updated NP incorporating changes as recommended by AECOM and Historic England through the SEA process. Committee approved changes Presentation of Tarmac's planning application also made
14.3.2022	48th Annual Town Meeting	9 Councillors, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio and members of the public	Bat and Ball Centre and livestreamed	Agenda and Minutes and mailer to NDP mailing list	Presentation to provide update on progress on the Neighbourhood Plan and next steps
21.03.2022	SEA Environmental report provided by AECOM	Planning Committee, NP Steering Group and Hugo Nowell (Urban Initiatives Studio)	Electronically	Email	AECOM provide STC with draft SEA Environmental report
21.03.2022	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio	Town Council Chambers	Agenda and minutes	Presentation on NP process and SEA Environmental Report. Agreed to discuss further at next meeting
22.03.2022	NP Steering Group Meeting	Neighbourhood Plan Steering Group, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio	Town Council Chambers	Agenda and minutes	Presentation on NP process and SEA Environmental Report. Agreed to discuss further at next meeting
04.04.2022	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio	Town Council Chambers	Agenda and minutes	Agreed collated responses to SEA Environmental Report
6.05.2022	Meeting with SDC	SDC officers: Helen French, Hannah Gooden and Emma Coffin; Town Clerk, Planning Committee Clerk, Hugo Nowell of Urban Initiatives Studio	Electronically	Email	Discussion on submission of Neighbourhood Plan, appointment of examiner and referendum
20.06.2022	Planning Committee Meeting	Planning Committee, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio	Town Council Chambers	Agenda and minutes	Agreement to submit Neighbourhood Plan to SDC for examination and referendum
20.06.2022	NP Steering Group Meeting	Neighbourhood Plan Steering Group, Town Clerk, Planning Committee Clerk, Hugo Nowell from Urban Initiatives Studio	Town Council Chambers	Agenda and minutes	Agreement to submit Neighbourhood Plan to SDC for examination and referendum



APPENDIX B:

TOWN WIDE SURVEY 2014

QUESTIONNAIRE





Sevenoaks Town Neighbourhood Plan

Please spend 20 minutes to help
Shape the Future of Sevenoaks
for the next 20 years

Online version available at sevenoakstown.gov.uk

We'd really appreciate your input into the Neighbourhood Plan project being undertaken by Sevenoaks Town Council which will help to guide development in Sevenoaks over the next 15 - 20 years.

Background information is available on the next page.

Deadline for responses: 31st May 2014

All completed questionnaires
from residents of Sevenoaks
Town returned before the
deadline date will be entered into
a prize draw for an iPad mini.



Questionnaire created and distributed by Sevenoaks Town Council

web: sevenoakstown.gov.uk
email: planning@sevenoakstown.gov.uk
tel: 01732 459 953

Sevenoaks
TOWN council 

Background Information

At the Sevenoaks Town Council Annual Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to begin the preparation work on a Neighbourhood Plan for Sevenoaks, setting out a vision of how the community wants development in the Town to be guided over a 15-20 year period.

A neighbourhood plan is a community created document which, after independent examination and passing referendum, will form part of the District Council's Local Plan, influencing development in Sevenoaks for decades to come.

Since the initial meeting Sevenoaks Town Council have held public workshops and from this created a Steering Group to progress the development of the plan. One of the first actions of the steering group has been to create this town-wide questionnaire to both benchmark current perceptions of the Town and obtain the wider communities' input into issues which are likely to be included in the final plan.

This questionnaire has been sent to every house within the Civil Parish of Sevenoaks and is designed to be answered individually (rather than as a household), an online version available at sevenoakstown.gov.uk. You can request additional paper copies via the contact information on the front page. Likewise please get in contact if you require a large print version or would like some help filling it in.

We recognise that people may not feel comfortable answering some of the questions contained for personal reasons. The only questions which are mandatory are Q1 - 6 which we need to verify whether you're a resident of the Town. Residents of neighbouring towns and parishes are free to respond, however responses will be separately collated.

Privacy Statement

All data collected by Sevenoaks Town Council as part of this process will be held and processed by Sevenoaks Town Council in a secure environment. Responses to this questionnaire will be used solely for evaluation purposes, and will not be shared with any other bodies. No information contained in the results will be attributed to the person who submitted it without their explicit consent being obtained in advance. Anonymised and generalised data will be used as supporting evidence to justify policies contained within the Sevenoaks Town Neighbourhood Plan. Anonymised data may be stored indefinitely, full responses (including personal details) will be destroyed securely within a 1 year period.

Basic Details * Required

1. Name *

.....

2. House Name (if applicable)

.....

3. Street Name and Number *

.....

4. Town *

.....

5. Post Code *

.....

6. Age Group *

- | | |
|-------------------------------|-------------------------------|
| <input type="radio"/> 0 - 15 | <input type="radio"/> 46 - 55 |
| <input type="radio"/> 16 - 25 | <input type="radio"/> 56 - 65 |
| <input type="radio"/> 26 - 35 | <input type="radio"/> 66 - 75 |
| <input type="radio"/> 36 - 45 | <input type="radio"/> 75+ |

7. Contact number

.....

8. Email address

.....

Please tick if you would like to be added to the Neighbourhood Plan mailing list

9. Employment Status

- | | |
|---------------------------------|--|
| <input type="radio"/> Full Time | <input type="radio"/> Unemployed |
| <input type="radio"/> Part Time | <input type="radio"/> Full time parent |
| <input type="radio"/> Retired | <input type="radio"/> Full time carer |
| <input type="radio"/> Student | <input type="radio"/> Other |

Character of the Town

What do you consider to be the three most important buildings in the Town and why?

10. Building 1

.....
.....

11. Building 2

.....
.....

12. Building 3

.....
.....

13. How important is it to preserve buildings of historical significance within the Town? *Tick one box.*

1 2 3 4 5

Low priority High priority

3

14. **If a building of historical importance is no longer used should it be converted rather than being demolished?**

Tick only one box

- Yes
- No
- Other:

15. **Should additional car parking be provided in the Town Centre?**

Tick one box.

- Yes
- No

16. **Does the need for additional car parking in the Town Centre outweigh the impact additional car parking provision may have on the character of the Town?**

Tick one box.

- Yes
- No
- Other:

17. **If additional car parking is to be provided in the Town Centre what should be the 2 most important concerns?**

Check two boxes

- | | |
|---|--|
| <input type="checkbox"/> Speed of delivery | <input type="checkbox"/> Reducing the potential visual impact on Knole Park |
| <input type="checkbox"/> Cost effectiveness | <input type="checkbox"/> Ensuring that the design is in keeping with the character of the Town |
| <input type="checkbox"/> Proper landscaping | <input type="checkbox"/> Other: |

Within the Town, what 3 areas/sites contribute to the character of Sevenoaks and should be preserved?

18. **Site 1**

.....
.....

19. **Site 2**

.....
.....

20. **Site 3**

.....
.....

Within the Town, what 3 areas/sites do NOT contribute to the character of Sevenoaks and should be improved?

21. **Site 1**

.....
.....

22. **Site 2**

.....
.....

23. **Site 3**

.....
.....

In your local neighbourhood, what 3 areas/sites contribute to the character of Sevenoaks and should be preserved?

24. **Site 1**

.....
.....

25. **Site 2**

.....
.....

26. **Site 3**

.....
.....

In your local neighbourhood, what 3 areas/sites do NOT contribute to the character of Sevenoaks and should be improved?

27. **Site 1**

.....
.....

28. **Site 2**

.....
.....

29. **Site 3**

.....
.....

What 3 words would you use to describe Sevenoaks?

30. **Word 1**

31. **Word 2**

.....

.....

32. **Word 3**

.....

33. **Should there be a greater focus on work to improve the pedestrian access routes joining key leisure sites within the Town?**

e.g. Library, Museum, Sencio, Stag etc

Tick one box.

Yes

No

Other:

34. **What method would you prefer to see implemented to improve pedestrian access around Sevenoaks Mainline Station?**

Tick one box.

No opinion

Shared Space scheme (pedestrians and vehicles have equal rights of way)

Bridge

Other:

Underpass

Education

35. **Do you think there should be an additional secondary school (in addition to Knole Academy and Trinity Faith School) in Sevenoaks?**

Tick one box.

Yes

No

No opinion

36. **Do you want a grammar school in Sevenoaks?**

Tick one box.

Yes

No

No opinion

37. **Are adult educational facilities something which you use / plan to use?**

Tick one box per row.

	Now	In the future
Yes	<input type="radio"/>	<input type="radio"/>
No	<input type="radio"/>	<input type="radio"/>

38. **Are adult educational facilities something which should be retained within the Town?** *Tick one box.*

- Yes
- No
- No opinion

39. **Do you have access to childcare facilities?**

Tick one box.

- Yes
- No
- Not applicable
- Other:

40. **Do you have a young person living with you with special educational needs?**

Tick one box.

- Yes
- No

41. **If you have young people in secondary education living in your household what are they currently aiming to do when they leave school?**

E.g. University, Work, Modern Apprenticeship

.....

.....

42. **If you have children in primary school education living in your household how far to they have to travel to reach school?**

Approximate distance

Tick one box.

- N/A
- Less than 1 mile
- Between 1-2 miles
- Between 3-5 miles
- Over 5 miles

43. **How do they travel to school?**

Tick one box.

- Cycle
- Car
- Taxi
- Train
- Walk
- N/A
- Bus
- Other:

Sports

44. **What sporting facilities do you use?**

E.g. Indoor Bowls Club, Rugby Pitches, Tennis Courts

.....

.....

45. **Are there any sports which you travel outside of Sevenoaks Town to take part in? Where is the facility located?**

.....

.....

7

46. **What additional sports facilities would you like to see in the Town?**

.....
.....

47. **What existing facilities would you like to see improved?**

.....
.....

Leisure and Community Facilities

48. **What leisure and community facilities do you use?**

E.g. The Stag, Places of Worship, Allotments, Library, Community Cafe etc

.....
.....

49. **Are there any leisure or community facilities which you travel outside of Sevenoaks Town to take part in? Where is the facility located?**

.....
.....

50. **What additional leisure or community facilities would you like to see in the Town?**

.....
.....

51. **What existing facilities would you like to see improved?**

.....
.....

52. **Are you a member of your local residents' association or representative group?**

Tick one box.

- Yes
 No
 I'm not aware one exists

53. **Do you know your immediate neighbours?**

Tick one box.

- Yes
 No

54. **Do you carry out any voluntary work?**

If so, roughly how many hours per month?

.....

55. **Are you a member of any community groups?**

E.g. Performing arts, Allotment groups, social groups etc

.....

Health and Green Spaces

56. Do you have any health related needs which are not met within the Town?

.....

.....

57. How often do you use the following facilities?

Tick one box per row.

	1-5 times a year	6-10 times a year	10-20 times a year	20+ times a year	Never
Sevenoaks Hospital	<input type="radio"/>				
The Tunbridge Wells Hospital (at Pembury)	<input type="radio"/>				
Maidstone Hospital	<input type="radio"/>				
Other (please list below)	<input type="radio"/>				

Other

59. **Dentistry**

Are you...

Tick one box.

- Registered with an NHS dentist Registered with a private practice
- On an NHS dentist's waiting list Other:

60. **What are your uses for green spaces in and surrounding the Town?**

E.g. Recreational walking, dog walking, cycling, sports

.....

.....

61. **How do you anticipate your use of green spaces in and surrounding the Town changing in 10 -15 years?**

E.g. Change in activities, reduction in use,

.....

.....

62. **How important do you believe the trees and woodlands are to the character of the town and the preservation of the environment ?**

Tick one box.

	1	2	3	4	5	
Low importance	<input type="radio"/>	High importance				

63. **What more do you believe the authorities can do to ensure the adequate management, maintenance and protection of the trees and woodlands in the Town?**

.....

.....

Housing

64. **What type of property do you currently live in?**

Tick one box.

- House Assisted living facility
 Flat Living with parents
 Bedsit

65. **How many bedrooms does your current property have?**

Tick one box.

- 1 4
 2 5+
 3

66. **Do you plan to move home in the next 10 years?**

Tick one box.

- Yes
 No
 Don't know

67. **If you plan to move home in the next 10 years, will you remain in Sevenoaks?**

Tick one box.

- Yes
 No
 Don't know

68. **If you plan to relocate away from Sevenoaks, why have you made this choice?**

.....
.....

69. **What sort of property are you planning to move to?**

Tick one box.

- House Assisted living facility
 Flat Living with parents
 Bedsit

70. **How many bedrooms will the property need?**

Tick one box.

- 1 4
 2 5+
 3

71. **Should Green Belt land be considered for development, where appropriate, to meet the need for housing in the South East?**

Tick one box.

- Yes Undecided
 No No opinion

72. **Is there a need for more care homes / assisted living facilities in the Town?**

Tick one box.

- Yes
- No
- No opinion

73. **If you selected yes, where should they be located?**

.....

.....

74. **Should the development of multigenerational homes be actively promoted?** E.g. annexe developments, multiple generations living in one house

Tick one box.

- Yes
- No
- No opinion

75. **Should 3-4 storey homes become the default in new development schemes to make best use of available land supply?**

Tick one box.

- Yes
- No
- No opinion

Transport

76. **Would you welcome the establishment of a 20mph limit in?**

Tick one box per row.

	Yes	No	No strong opinion
Your own road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In all residential roads in Sevenoaks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the High Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

77. **Do you experience parking issues in the following locations?**

Rate on a scale from 1 = No issue finding a space 5 = Very difficult to find a space

Tick one box per row.

	1	2	3	4	5	Not applicable
Railway Station	<input type="radio"/>					
Shopping in the Town Centre	<input type="radio"/>					
Working in the Town Centre	<input type="radio"/>					
Leisure in the Town Centre	<input type="radio"/>					
Shopping in St Johns	<input type="radio"/>					
Medical facilities within the Town	<input type="radio"/>					
In your own street	<input type="radio"/>					
Other (please list below)	<input type="radio"/>					

Other

.....

79. **If you are put off parking in the Town Centre because of issues what are they?**

- Difficulty finding a space
- Daytime charges
- Evening charges
- Other:

80. **Do you believe there is a need for additional car parking facilities in the town?**

Tick one box.

- Yes
- No

81. **If you answered yes to the above, where should these new facilities be located?**

.....

82. **What methods do you believe would be most effective in relieving strain on Town Centre car parking?**

E.g. Increased capacity, Park and ride initiatives, cycle route improvements, reduce charges

.....

83. **On average, how often do you use the following methods of public transport?**

Tick one box per row.

	Less than once a month	1 - 5 times a month	5 - 10 times a month	10 - 15 times a month	20+ times a month	Never
Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train (Sevenoaks Station)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train (Bat and Ball Station)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

84. **If you have particular reasons for not using one of the above forms of public transport, what are they?**

.....

85. If you have needed to visit Tunbridge Wells / Pembury Hospital how did you travel there?

As a patient or visitor

Tick one box.

- | | |
|-----------------------------------|--------------------------------------|
| <input type="radio"/> Private Car | <input type="radio"/> Train |
| <input type="radio"/> Taxi | <input type="radio"/> Not applicable |
| <input type="radio"/> Bus | <input type="radio"/> Other: |

86. In the future, if you needed to visit Tunbridge Wells / Pembury Hospital how would you prefer to travel there?

As a patient or visitor

Tick one box.

- | | |
|-----------------------------------|--------------------------------------|
| <input type="radio"/> Private Car | <input type="radio"/> Train |
| <input type="radio"/> Taxi | <input type="radio"/> Not applicable |
| <input type="radio"/> Bus | <input type="radio"/> Other: |

87. Would you like to see either of the following roads converted to shared use / fully pedestrianised?

Tick one box per row.

	Yes	No	No opinion
London Road - Fully Pedestrianised	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
London Road - Shared use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High Street - Fully Pedestrianised	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High Street - Shared use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

88. In 10 - 15 years how do you expect your household car usage / ownership to have changed?

e.g. Reduce number of cars, move to electric vehicles etc

.....

.....

Economic Development

89. What was/is your primary work location?

Tick one box per row.

	Not applicable	From home	Within Sevenoaks	Within 10 miles of Sevenoaks	More than 10 miles from Sevenoaks	In London
5 years ago	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In 5 years' time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

90. In the average month, how often do you visit the Sevenoaks Town centre during the:

Tick one box per row.

	Never	1 - 2 times	2 - 5 times	5 - 10 times	10 - 20 times	20+ times
Weekday, daytime	<input type="radio"/>					
Weekday, evening	<input type="radio"/>					
Weekend, daytime	<input type="radio"/>					
Weekend, evening	<input type="radio"/>					

91. What brings you into the Town Centre during the daytime?

.....
.....

92. What brings you into the Town Centre during the evening?

.....
.....

93. If you are put off coming into the Town Centre during the daytime, why is this?

.....
.....

94. If you are put off coming into the Town Centre during the evening, why is this?

.....
.....

95. What sort of markets would you like to see in the Town and where should they be located?

e.g. Farmers market, located in Bligh's square, continental market etc

.....
.....

**Thank you for taking the time to complete the questionnaire.
One last question...**

96. If you could change one thing in Sevenoaks in the future, what would it be?

.....
.....
.....
.....

Please return completed questionnaires to Sevenoaks Town Council by 31st May 2014 using:

**FREEPOST RTHK-RSKY-SSXS
Sevenoaks Town Council
Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent, TN13 3QG**



APPENDIX C:

TOWN WIDE SURVEY 2014

RESPONSES



Summary of Free text responses to Sevenoaks Town Neighbourhood Development Plan Questionnaire

Numbers in brackets denote number of responses, this may be substantially higher for some questions where multiple responses were welcomed, and the percentage this represents of the total respondents.

6. Age group (889 = 100%)

0-15	<1%
16-25	1%
26-35	6%
36-45	17%
46-55	21%
56-65	19%
66-75	20%
76+	15%

9. Employment Status (855 = 99.5%)

Retired	42%
Full Time	31%
Part Time	17%
Parent	5%
Unemployed	1%
Student	1%
Carer	<1%
Other	3%

10. 11. 12. What do you consider to be the three most important buildings in the Town and why? (2697= 88.4%)

1	Knole (House/Park)	17%
2	The Stag	13%
3	St Nicholas Church	10%
4	Sevenoaks School	9%
5	The Vine	5%
6	Library	5%
7	Leisure Centre	5%
8	Knocker & Foskett	4%
9	Sevenoaks Train Station	2%
10	Chequers	2%
11	Southern end of the High street	2%
12	Old Market Building/ Toni and Guys	2%
13	The Shambles	2%
14	Sevenoaks Hospital	1%
15	Loch Fyne	1%
16	All listed buildings	1%
17	Other buildings	18%

1st Knole House/ Park (338) Why?

Historical value	49%
Tourist attraction	22%
Represents and defines Sevenoaks character	9%
Visually attractive/ beautiful	8%
Provides/Promotes Recreation/ Sport/ Health	7%
Architecturally significant	3%
Source of learning/ education/ information	1%
Characterful building	<1%

2nd The Stag (210) Why?

Community/cultural hub/resource	57%
Centre for entertainment and leisure	30%
Historical value	7%
Represents and defines Sevenoaks character	3%
Architecturally significant	2%
Characterful building	1%
Tourist attraction	<1%

3rd St. Nicholas Church (161) Why?

Historical value	48%
Community/cultural hub/resource	14%
Visually attractive/ beautiful	11%
Place of worship	10%
Architecturally significant	7%
Represents and defines Sevenoaks character	7%
Characterful building	2%

13. How important is it to preserve buildings of historical significance within the town? (883 = 99%)

High Priority		
	5	79%
	4	15%
	3	4%
	2	1%
	1	1%
Low Priority		

14. If a building of historical importance is no longer used should it be converted rather than being demolished? (691 = 78%)

Yes	91%
No	2%
Other	7%

15. Should additional car parking be provided in the Town Centre? (867 = 97.5%)

Yes	54%
No	46%

16. Does the need for additional car parking in the Town Centre outweigh the impact additional car parking provision may have on the character of the Town? (858 = 96.5%)

Yes	24%
No	65%
Other	11%

17. If additional car parking is to be provided in the Town Centre what should be the two most important concerns? (437 = 49%)

Design Character	38%
Reducing visual impact on Knole	31%
Cost Effectiveness	17%
Landscaping	7%
Speed of delivery	5%
Other	2%

18. 19. 20. Within the town what 3 areas contribute to the character of Sevenoaks and should be preserved? (2505 = 94%)

Town Centre	31%
The Vine area	25%
Southern High Street	19%
Knole house/park	15%
Green space (various) and other green areas	6%
Various Other Buildings/areas	5%
Hollybush/Hartsland/St Johns	2%
Dorton/Wilderness estate/house	1%

21. 22. 23. Within the town what three areas/ sites do NOT contribute to the character of Sevenoaks and should be improved? (2188 = 82%)

Town centre	43%
Train station	33%
Lower St Johns/ Bat & Ball/ Gas works	10%
Leisure centre	6%
Other sites/ areas	5%
Council offices/ Lower London Road	3%

24. 25. 26. In your local neighbourhood, what three areas/sites contribute to the character of Sevenoaks and should be preserved?

Top 10

Green spaces (various throughout Sevenoaks)	9%
The Vine (Buildings, cricket pitch)	7%
Bradbourne lakes	7%
Knole (House, Park)	6%
Hollybush Park	6%
Local various architecture/buildings (specified and unspecified)	5%
Local street (specified)	5%
Wildlife reserve	4%
Local amenity (specified)	4%
Hollybush area	3%

27. 28. 29. In your local neighbourhood, what 3 areas/ sites do not contribute to the character of Sevenoaks and should be improved? (1573 = 59%)

Local unattractive amenities/ shops *	12%
Bat & Ball area/ station	10%
Local streets/ areas in need of maintenance and traffic calming *	9%
Local streets/lanes/footpaths (specified) *	8%
The Farmers Pub site	8%
Train station area	8%
St Johns Hill/ Lower St Johns area	7%
Empty/ derelict shops	5%
Local various parks/playgrounds/greenery *	4%
Tubs Hill	3%
Other miscellaneous mentions	3%
Edwards Electrical shop former	3%
BT Building	3%
Car parks/ parking	2%
New Builds/Developments	2%
Lidl	2%
Bradbourne Lakes	2%
Wilderness site	2%
Bus station area	1%
Local area specified *	1%
Gas Works area	1%
Council office area	1%
Shops opposite train station	1%
All fine, no change needed	1%
M&S	1%

30. 31. 32. What three words would you use to describe Sevenoaks? (2298 = 86%)

Friendly	12%
Green	10%
Historical	9%
Tranquil	9%
Beautiful	8%
Community	7%
Accessible	7%
Prosperous	7%
Vibrant	6%
Characterful	5%
Conservative	4%
Classy	3%
Other Positive	3%
Other Neutral	3%
Neglected	2%
Traffic	2%
Expensive	1%
Snobbish	1%
Overcrowded	1%
Other Negative	1%

33. Should there be a greater focus on work to improve the pedestrian access routes joining key leisure sites within the Town? (858 = 96.5%)

Yes	47%
No	48%
Other	5%

34. What method would you prefer to see implemented to improve pedestrian access around Sevenoaks Mainline Station? (850 = 95.5%)

No opinion	25%
Underpass	19%
Shared Space	18%
Bridge	17%
Other	21%

35. Do you think there should be an additional secondary school in Sevenoaks? (875 = 98.5%)

Yes	67%
No	14%
No Opinion	18%

36. Do you want a grammar school in Sevenoaks? (881 = 99%)

Yes	77%
No	9%
No Opinion	14%

37a. Are adult educational facilities something which you use/ plan to use now? (664 = 74.5%)

Yes	25%
No	75%

37b. Are adult educational facilities something which you use/ plan to use in the future? (738 = 83%)

Yes	64%
No	36%

38. Are adult educational facilities something which should be retained within the town? (886 = 99.8%)

Yes	87%
No	2%
No Opinion	10%

39. Do you have access to childcare facilities? (197 = 22%)

Yes	68%
No	27%
Other	5%

40. Do you have a young person living with you with special educational needs? (879 = 99%)

Yes	2%
No	98%

41. If you have young people in secondary education living in your household what are they currently aiming to do when they leave school? (150 = 16.8%)

University	90%
Work	3%
College	1%
Apprenticeship	1%
Don't know	5%

42. If you have children in primary school education living in your household how far do they have to travel to reach school? (160 = 18%)

<1 mile	48%
1-2 miles	38%
3-5 miles	10%
5 + miles	4%

43. How do they travel to school? (159 = 18%)

Car	51%
Walk	43%
Cycle	3%
Train	1%
Bus	1%
Taxi	0
N/A	1%
Other	1%

44. What sporting facilities do you use? (1205)

Swimming	18%
None	16%
Tennis	14%
Unspecified activity	12%
Gym	6%
Golf	4%
Exercise (yoga/dancing/boxing/pilates)	3%
Walking	3%
Rugby	3%
Football	3%
Badminton	3%
Running	3%
Cricket	2%
Bowls	2%
Hockey	2%
Squash	2%
Other activity	2%
Cycling	1%
Sailing	<1%

45. Are there any sports which you travel outside of Sevenoaks to take part in? (641 = 72%)

Swimming	11%
Golf	7%
Unspecified Sport	6%
Cycling	6%
Gym	5%
Tennis	3%
Cricket	2%
Sailing	2%
Football	2%
Other sports	14%
No	42%

And where?

Tonbridge	7%
Nizels	7%
Unspecified location	7%
Hildenborough	3%
London	3%
Tunbridge Wells	3%
Hever	2%
Bedgebury	2%
Chipstead	2%
Otford	2%
Larkfield	1%
St Julians	1%
Other	20%

46. What additional sports facilities would you like to see in the town? (499 = 56%)

None	26%
Other sports	11%
Gym/ spa, pool	11%
Cycle paths	10%
Ice rink	4%
Tennis indoors	3%
Tennis	3%
Playground	3%
Squash	3%
Outdoor pool	3%
Football	2%
Exercise facility	2%
Bowling	2%
Climbing wall	2%
Basketball	2%
Teenager facilities	2%
Running track	2%
Hockey	2%
Skate park	2%
Snooker Club	2%
Athletics	2%

47. What existing facilities would you like to see improved? (458 = 51.5%)

Swimming Pool	26%
Leisure Centre	36%
Cycle paths	4%
Gym	4%
Wilderness	3%
Squash	3%
Hollybush	3%
Tennis	2%
Playgrounds	2%
Other existing facilities	17%

48. What leisure and community facilities do you use?

The Stag	32%
Library	25%
Local churches	14%
Sevenoaks Leisure centre	8%
Allotments	3%
Other	3%
Community centre	3%
Coffee shops	2%
Hollybush Park	2%
Knole Park	2%
Park	2%
Pub	1%
Restaurants	1%
None	1%
Sevenoaks school	1%

49. Are there any leisure or community facilities which you travel outside of Sevenoaks Town to take part in? Where is the facility located? (555 = 62.4%)

London	22%
Tunbridge Wells	22%
Tonbridge	12%
Other villages outside Sevenoaks	8%
Where unspecified	6%
Hildenborough	6%
Other villages near Sevenoaks	5%
Bluewater Dartford	4%
Otford	3%
Larkfield	2%
Underriver	2%
Maidstone	2%
Bromley	1%
Kemsing	1%
Edenbridge	1%
Hever	1%
Penshurst	1%

Top 5 Facilities

Theatres	21%
Cinema	12%
Parks	8%
Community centre	7%
Swimming	7%

50. What additional leisure or community facilities would you like to see in the Town? (275 = 42%)

Social/ Arts centre	14%
Playground	14%
Other	12%
Park/ Town Centre	11%
Teen park/ centre	10%
Modern Leisure Centre	10%
Cycle paths	10%
Vareity of Shops	5%
Bigger Cinema	5%
Bowling	3%
Dance studio	3%
Winter park	3%

52. Are you a member of your local residents' association or representative group? (870 = 98%)

Yes	51%
No	35%
Unaware	14%

53. Do you know your immediate neighbours? (888 = 99.9%)

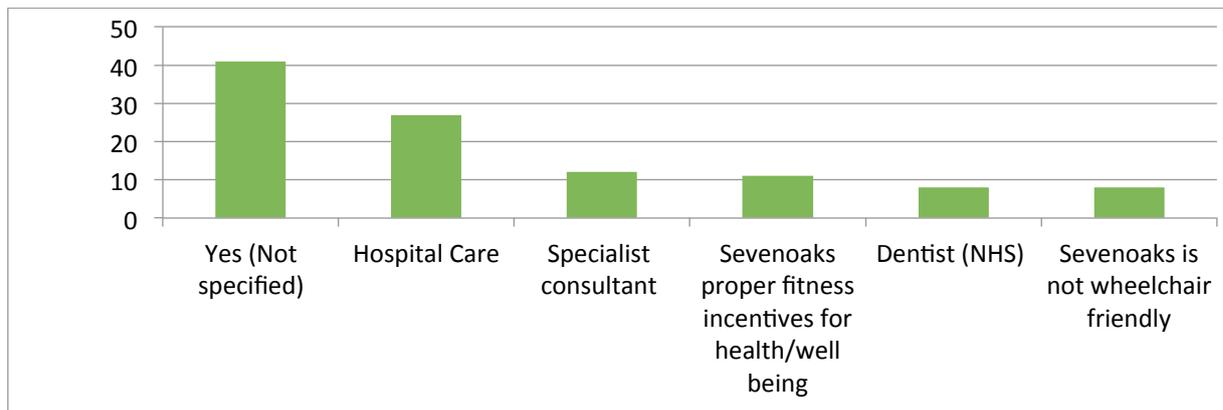
Yes	98%
No	2%

54. Do you carry out any voluntary work? If so, roughly how many hours per month? (813 = 92%)

None	62%
1 - 5 hours	11%
6 - 10 hours	11%
11 + hours	17%

56. Do you have any health related needs which are not met within the Town?

No	89%
Yes	11%



57a. How often do you use: Sevenoaks Hospital? (859 = 97%)

1-5 p.a.	81%
6-10 p.a.	7%
10-20 p.a.	2%
20+ p.a.	1%
Never	10%

57b. How often do you use: The Tunbridge Wells Hospital (at Pembury)? (809 = 91%)

1-5 p.a.	62%
6-10 p.a.	3%
10-20 p.a.	1%
20+ p.a.	1%
Never	33%

57c. How often do you use: Maidstone Hospital? (691 = 78%)

1-5 p.a.	25%
6-10 p.a.	<1%
10-20 p.a.	1%
20+ p.a.	1%
Never	73%

59. Dentistry; are you...? (874 = 98%)

Privately registered	69%
NHS registered	25%
On NHS waiting list	1%
Other	5%

62. How important do you believe the trees and woodlands are to the character of the town and the preservation of the environment? (889 = 100%)

High		
	5	92%
	4	6%
	3	1%
	2	<1%
	1	<1%
Low		

64. What type of property do you currently live in? (887 = 99.8%)

House	92%
Flat	6%
Assisted living	1%
Parents	1%
Bedsit	<1%

65. How many bedrooms does your property have? (882 = 99%)

1	3%
2	12%
3	29%
4	32%
5+	23%

66. Do you plan to move in the next 10 years? (885 = 99.7%)

Yes	25%
No	48%
Don't Know	26%

67. If so, will you remain in Sevenoaks? (548 = 61.5%)

Yes	44%
No	12%
Don't Know	43%

69. What sort of property are you planning to move to? (380 = 43%)

House	76%
Flat	14%
Assisted living	10%
Parents	0
Bedsit	<1%

70. How many bedrooms will the property need? (391 = 44%)

1	5%
2	24%
3	40%
4	25%
5+	7%

71. Should Green belt land be considered for development, where appropriate, to meet the need for housing in the South East? (872 = 98%)

Yes	13%
No	75%
Undecided	10%
No Opinion	1%

72. Is there a need for more care homes/ assisted living facilities in the Town? (875 = 98.5%)

Yes	39%
No	15%
No Opinion	46%

74. Should the development of multigenerational homes be actively promoted? (865 = 97.5%)

Yes	48%
No	15%
No Opinion	37%

75. Should 3-4 storey homes become the default in new development schemes to make best use of available land supply? (863 = 97%)

Yes	24%
No	51%
No Opinion	24%

76. Would you welcome the establishment of a 20mph limit in..?

A, your own road (859 = 96.7%)

Yes	64%
No	24%
No Opinion	12%

B, all residential roads in Sevenoaks (871 = 98%)

Yes	50%
No	33%
No Opinion	17%

C, the High Street (872 = 98%)

Yes	67%
No	22%
No Opinion	10%

77. Do you experience parking issues in the following locations?

A, railway station (481 = 54%)

No issue		
	1	14%
	2	10%
	3	21%
	4	21%
	5	33%
Very difficult		

B, shopping in town centre (726 = 82%)

No issue		
	1	17%
	2	18%
	3	29%
	4	23%
	5	5%
Very difficult		

C, working in town centre (89 = 10%)

No issue		
	1	29%
	2	6%
	3	12%
	4	10%
	5	43%
Very difficult		

D, leisure in town centre (600 = 67.5%)

No issue		
	1	25%
	2	20%
	3	28%
	4	18%
	5	9%
Very difficult		

E, shopping in St Johns (414 = 46.6%)

No issue		
	1	25%
	2	17%
	3	17%
	4	17%
	5	25%
Very difficult		

F, medical facilities in town (555 = 62.4%)

No issue		
	1	19%
	2	15%
	3	25%
	4	19%
	5	21%
Very difficult		

G, in your street (519 = 58.4%)

No issue		
	1	50%
	2	11%
	3	13%
	4	9%
	5	16%
Very difficult		

79. If you are put off parking in the Town Centre because of issues what are they? (690 = 77.6%)

Daytime charges	40%
Evening Charges	28%
Finding Space	28%
Other	4%

80. Do you believe there is a need for additional car parking facilities in the town? (856 = 96.3%)

Yes	57%
No	43%

81. If you answered yes to the above, where should these new facilities be located? (434 = 48%)

Multi-storey parking	17%
Leisure centre area (Behind Tesco's/Library)	13%
Buckhurst and Buckhurst 2	12%
Other parking various mentions	11%
Underground parking	11%
Existing car parks (BT Building/Council offices/ Suffolk way)	7%
Park and Ride	7%
Central (Within town centre)	6%
Sevenoaks train station	5%
Behind the Stag	4%
Blighs car park	4%
Edwards Electrical former	4%

82. What methods do you believe would be most effective in relieving strain on Town Centre car parking? (741 = 83.3%)

Park and Ride	42%
Increase capacity	39%
Cycle route improvements	27%
Reduce charges	26%
Bus service	10%
Walking	5%
Parking charge schemes	5%
Increase charges	2%
Other	1%

**83. On average, how often do you use the following methods of public transport per month?
A, taxi (868 = 97.6%)**

<1	52%
1 to 5	22%
5 to 10	4%
10 to 15	2%
20+	<1
Never	19%

B, bus (865 = 97.3%)

<1	28%
1 to 5	10%
5 to 10	3%
10 to 15	2%
20+	2%
Never	56%

C, train/ Sevenoaks (882 = 99.2%)

<1	24%
1 to 5	36%
5 to 10	10%
10 to 15	5%
20+	22%
Never	2%

D, train/ Bat & Ball (824 = 92.7%)

<1	17%
1 to 5	5%
5 to 10	1%
10 to 15	1%
20+	2%
Never	74%

84. If you have any particular reasons for not using one of the above forms of public transport what are they? (534 = 60%)

Bus: Limited Schedule/ Route	26%
Prefer car	16%
Prefer to walk	11%
Public Transport not required	6%
Inconvenient	6%
Taxi: too expensive	6%
Bat & Ball Station: run down	4%
Bat & Ball Station: remote	4%
Bus: no route near home	4%
Bat & Ball Station: limited/slow service	3%
Access issues	3%
Bus: too expensive	3%
Public transport: too expensive	2%
Other	2%
Commute (To and from London)	2%
Train: too expensive	2%
Prefer to cycle	1%

85. If you have needed to visit Tunbridge Wells/ Pembury Hospital how did you travel there? (778 = 87.5%)

Car	94%
Bus	2%
Train	2%
Taxi	1%
Other	1%

86. In the future, if you needed to visit Tunbridge Wells/ Pembury Hospital how would you prefer to travel there? (861 = 96.9%)

Car	77%
Bus	15%
Train	6%
Taxi	1%
Other	1%

87. Would you like to see either of the following roads converted to shared use/ fully pedestrianised?

A, London Road – shared (765 = 86.1%)

Yes	44%
No	43%
No Opinion	13%

B, London Road – fully pedestrianised (697 = 78.4%)

Yes	11%
No	78%
No Opinion	11%

C, High Street – shared (723 = 81.3%)

Yes	40%
No	47%
No Opinion	12%

D, High Street – fully pedestrianised (769 = 86.5%)

Yes	45%
No	46%
No Opinion	8%

88. In 10 – 15 years how do you expect your household car usage/ ownership to have changed? (798 – Multiple responses)

No Change	32%
Don't Know	2%
Reduce	19%
Electric	16%
More	13%
Hybrid	3%
Smaller	2%
Other	1%
Old Age	5%
Less Usage	4%
No Car	3%

89a. What was your primary work location 5 years ago? (634 = 71.3%)

Home	10%
Sevenoaks	20%
<10 miles	9%
10+ miles	13%
London	47%

89b. What is your current primary work location? (485 = 54.6%)

Home	19%
Sevenoaks	22%
<10 miles	8%
10+ miles	10%
London	41%

89c. What will be your primary work location in 5 years time? (441 = 49.6%)

Home	16%
Sevenoaks	21%
<10 miles	12%
10+ miles	9%
London	42%

A, Weekday- daytime (881 = 99.1%)

Never	8%
1 - 2 x	18%
2 - 5 x	25%
5 -10 x	17%
10 - 20 x	16%
20 + x	16%

B, Weekday- evening (841 = 94.6%)

Never	16%
1 - 2 x	47%
2 - 5 x	22%
5 -10 x	11%
10 - 20 x	3%
20 + x	2%

C, Weekend- daytime (870 = 97.9%)

Never	3%
1 - 2 x	30%
2 - 5 x	40%
5 -10 x	21%
10 - 20 x	3%
20 + x	3%

D, Weekend- evening (837 = 94.2%)

Never	17%
1 - 2 x	53%
2 - 5 x	22%
5 -10 x	6%
10 - 20 x	2%
20 + x	1%

92. What brings you into the town centre in the evening? (791 = 88%)

Restaurants	39%
Stag	33%
Pub	9%
Social	8%
Shopping	4%
Leisure centre	3%
Church	2%
Work	1%
Need to	1%

93. If you are put off coming into the town centre during the day time why is this? (381 = 42%)

Parking Difficulty	37%
Parking Charges	27%
Congestion	21%
Shops	5%
No need	3%
Prefer walking	3%
Public Transport	2%
Weather	2%
Pavements	<1%

94. If you are put off coming into the Town centre during the evening, why is this? (290 = 32.6%)

Parking Charges	50%
Entertainment	19%
Safety	10%
Public Transport	8%
Parking Difficulties	6%
No desire	5%
Family	3%

95. What sort of markets would you like to see in the Town and where should they be located? (981)

Farmers/ local produce market	45%
Continental market	12%
General market	12%
Current markets (leave as is)	11%
Crafts/ Artisan market	5%
All the market types	5%
Food/Butchers/Fish market	3%
Flower/Garden market	2%
Boot fair/Antiques market	1%
Other speciality market	1%



APPENDIX D:

PUBLIC CONSULTATION DEC 2015 FEEDBACK



Sevenoaks Town Neighbourhood Development Plan

Consultation on Main Themes Results

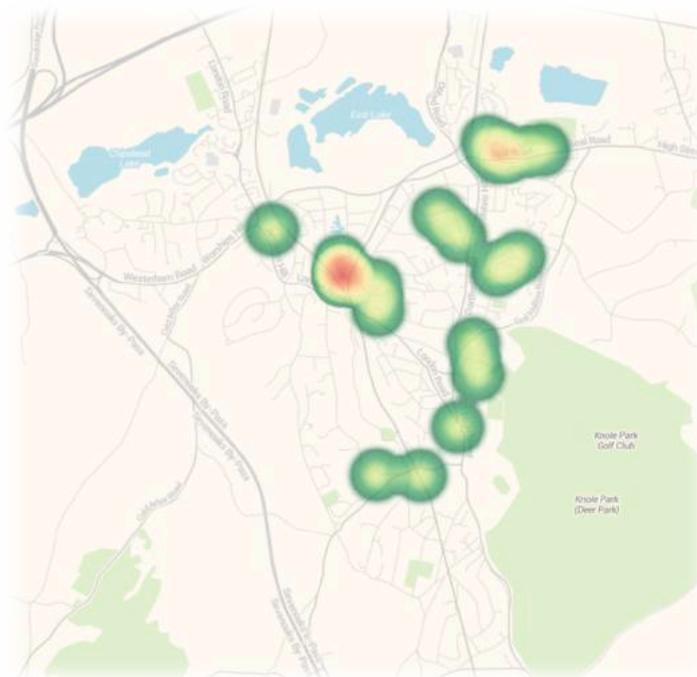
Main following themes were identified by the Sevenoaks Town Neighbourhood Plan Steering Committee from responses to the Town Wide questionnaire conducted in 2014. Respondents were asked to rank both their interest and level of support for each individual initiative, in addition to providing any further comments.

Ranking is derived from the average of multiplying each individuals interest in a topic by their level of support, the theoretical range for rankings is -50 to 50, the former representing strong interest but strong objection to an initiative, while the latter would signal strong interest and strong support.

All initiatives consulted on received positive rankings, indicating that on balance, most respondents support all initiatives. As would be expected, niche and geographically specific initiatives have received lower rankings due to limited interest.

The consultation was promoted to all those who responded to the original questionnaire, via social media accounts, via email distribution lists, and at two consultation sessions in December at which over 2000 consultation leaflets were distributed to members of the public.

While the response rate was not as high as the initial round of consultation, the responses represent a broad range of demographics and are in line with both responses to the original questionnaire and the demographic makeup of Sevenoaks.



Ref	Ranking	Initiative
1	36	Protect Green Belt and Green Spaces
2	32	Improve areas that detract from the positive character of the town
3	32	Promote effective pedestrian, cycling and vehicle strategy
4	31	Consider 20mph speed limits in areas of town
5	31	Protection of the architectural characteristics of the town
6	31	Support for tree retention and tree planting
7	29	Retention of pathways, historic alleyways and promote for pedestrian use
8	27	Undertake integrated transport study
9	27	Improve the gateways into and out of the town including stations
10	26	Consideration for Sevenoaks to be involved in TfL/Oyster/Metro
11	26	Provide detailed guidance on the preferred style, density, scale and height for identified development sites. Including a skyline survey
12	25	Development of station area
13	25	Develop initiatives to improve public transport, school transport, taxis and electric vehicle charging points
14	24	Endorsement of 'Local List' detailing features of significant architectural merit to be retained
15	23	Re-open the arches under the railway for cycle and walking routes across town
16	23	When landfill site becomes available re-use for public open space and sports provision
17	21	Improve access to public spaces
18	21	Regeneration of Bat & Ball area
19	20	Enhance the Bradbourne Park Lakes area
20	19	Promote and support public use of public open spaces and community facilities within
21	17	Deliver improved sports facilities and provision
22	16	Encourage cultural provision for town centre
23	16	Improve the public realm and preserve cultural assets
24	15	Plan positively and anticipate potential green belt revisions and identify future development sites in the town
25	14	Promote more housing for key workers and starter homes
26	12	Encourage improved hotel provision
27	12	Promote preferred locations for care homes, sheltered housing and social housing
28	11	Opening up the Wildlife reserve from Otford Road
29	10	Promotion of multi-generational homes
30	9	Introduce a clear and cohesive signage strategy
31	7	Consider viability shared space schemes
32	4	Enable accessibility to both platforms at Bat & Ball station

Key

Access and Movement
Architecture and Design Quality
Countryside and Surrounding Settlements
Housing Standards

1 Protect Green Belt and Green Spaces

This is a crucial part of the town's appeal - the combination of historic buildings and green spaces.

2 Improve areas that detract from the positive character of the town

No idea what this means. Its a vague motherhood statement.

A small but significant area is the verge outside the One-Stop shop on Seal Road. Greatness Residents' Association were willing to put time and effort into making this visually attractive, but as nobody claimed ownership of the area, the plans were shelved. As this lies on the A25, it is highly visible and needs to be given the same attention as the more affluent parts of Sevenoaks.

Somewhat open to perspective....

Take over long term vacant plots for parking

No brainer ?????

in principle yes, but need to know more about which areas are deemed to detract

3 Promote effective pedestrian, cycling and vehicle strategy

Especially find ways to ensure that cyclists are kept completely separate from pedestrians

Support for an effective vehicle strategy does NOT mean support for additional multi-storey parking in the Town Centre - in fact, quite the opposite !

We need to think more about cycling and walking in the future and limit the access of cars and trucks in favour of Park and Ride and out of hours deliveries .

I'm one of the residents particularly affected by the closure of Morewood Arch by Network Rail. We are contesting the closure, believing that the public have the right of access via the arch. Its closure causes real hardship for many residents, particularly the elderly and those with small children. It cuts us off from Lidl, the local pub, bus stops and quick access to the school and shops near Riverhead. The results include more frequent car journeys and a general loss of amenities.

Another urgent need: A safe place to cross Bradbourne Vale Road near Shoreham Lane.

4 Consider 20mph speed limits in areas of town

Limited to town centre only

If a 20 mph limit is introduced to parts of Sevenoaks, it should be applicable only to relevant times of day so drivers do not become frustrated with unnecessarily slow speed limits when hazards are minimal.

There are 87 houses in our road, which is a cul de sac with a Primary School at the open end. There are a great number of traffic movements here through the day, much of it surprisingly fast.. There are no street signs warning of the School entrance.

Support this especially in central area of high St and London rd, also the narrow section of seal hollow rd

I also think some of the 30mph speed limits in areas like britains lane need to be enforced and some of the 60mph country roads need to have a reduced speed limit.

probably a good idea, but needs evidence

Definitely needed. I'm pleased that the 40 mph limit on Bradbourne Vale Road has been reduced to 30 mph. In town proper, 20 is plenty!

Baham Road, St John's school. A child will be killed unless this is actioned.

Much more need to be done to enforce speed limits

5 Protection of the architectural characteristics of the town

Much more need to be done to enforce speed limits

Does not mean preserving everything from the past

6 Support for tree retention and tree planting

We have far too many trees here already. Consider removing trees which obscure our view of the North Downs before planting any more.

If you must add to the tree stock, please plant Ornamental Trees not Forest Giants.

a crucial part of the town's appeal

Trees need management depending on location

7 Retention of pathways, historic alleyways and promote for pedestrian use

And note that cyclists are not pedestrians

Protecting historic footpaths is essential - especially if endangered by new buildings or redevelopment.

I'd like to see the footpath at the back of Lidl near the station car park that leads through to the Bradborne Lakes area to be reopened

The walkway by lidl that has recently been closed should be reopened as it reduces the time walking from bradbourn lakes to London road considerably. People should be encouraged to walk more and cutting this walkway will only encourage people to drive.

Absolutely crucial. I walk, run and cycle as much as possible. Our pathways and historic alleyways help us all stay fit and healthy; promote easy access to public spaces; keep cars off the roads; are a key part of life in a civilised town!

I'm one of the residents particularly affected by the closure of Morewood Arch by Network Rail. We are contesting the closure, believing that the public have the right of access via the arch. Its closure causes real hardship for many residents, particularly the elderly and those with small children. It cuts us off from Lidl, the local pub, bus stops and quick access to the school and shops near Riverhead. The results include more frequent car journeys and a general loss of amenities.

Much more maintenance needs to be done

8 Undertake integrated transport study

Especially if this makes London Road the through route in both directions and keeps traffic off the High street, perhaps by making it a shared pedestrian/traffic zone (like Ashford) and one way from North to South

Those of us who have lived in the area most of our lives, find the congestion caused by

parked cars is continuing to worsen.

Improve train connections to Maidstone.

It is essential that the voice is heard of the people of Sevenoaks about the future of their environment.

Sevenoaks is clogged with traffic, so much more so than when I moved here 12 years ago. Areas like Pembroke Road, the station, Bradbourne Park Road get ridiculously clogged up, adding pollution and are often hazardous to pedestrians and schoolchildren. Sevenoaks really needs to review everything from bus services, car parks, traffic lights, entitlements to parking permits, which areas have permits, where commuters and local workers park, cycling routes, school and housing locations etc to make it safer and less polluted.

I particularly think we are now in danger of building too much too close to the station without effective roads and parking for the extra traffic.

The town is regularly clogged with cars. Balancing the needs of pedestrians, cyclists and car-owners will be increasingly important.

9 Improve the gateways into and out of the town including stations

Sounds like newspeak jargon. Proposal would have to be much more specific than this before I'd support spending money developing the idea

Not essential if we develop the park and ride and local bus service properly.

Improve road infrastructure

10 Consideration for Sevenoaks to be involved in TfL/Oyster/Metro

Fares from Sevenoaks to Knockholt are extortionate. Therefore get into TfL control.

But: Parking will become intolerable within a mile and a half of the station if this goes ahead. Making street parking unavailable to commuters will be essential.

Really really important

Would be useful for Sevenoaks to be covered by Oyster scheme - but I would only like it if we retained fast direct trains (and trains weren't all made to stop at Orpington) and I wouldn't want it if Mayor of London controls fares as we can't vote for the Mayor

Would be useful for Sevenoaks to be covered by Oyster scheme - but I would only like it if we retained fast direct trains (and trains weren't all made to stop at Orpington) and I wouldn't want it if Mayor of London controls fares as we can't vote for the Mayor

11 Provide detailed guidance on the preferred style, density, scale and height for identified development sites. Including a skyline survey

Some of the most glorious views in the county are obscured by tall trees and buildings

Yes - too many buildings that are not in keeping - will eventually ruin the character and reduce property prices

Fundamental priority.

I'd prefer "traditional" style buildings rather than some of the modern designs which have been built recently

important to control skyline and maintain character of town. It could become another Bromley and thus lose its distinctive appeal.

12 Development of station area

Sort out the Farmer's site and tidy up the row of shops opposite the Railway and Bicycle office/flat block.

This is important but 'development of station area' as a term is meaningless. What sort of developments? Shops and businesses I would support. Houses / flats I would not support. A new hotel I definitely wouldn't support.

It's scandalous that the Farmer's site has remained an eye-sore for so long. But any development on this key site needs to be of a quality commensurate with it's prominence.

important that it's not a mess that will put off visitors to the town.

Consider a pedestrian bridge / underpass to allow safer and easier access to the station.

Car parking is insufficient for day time travelers

13 Develop initiatives to improve public transport, school transport, taxis and electric vehicle charging points

Improve school transport, but minimise effort on the rest.

Safe transport for children to and from school is vital

Essential as we look to the future.

Parking around local schools needs to be improved before there is a serious accident. Parents should be encouraged to walk, perhaps more school times could be staggered, more schools could have school buses so that fewer parents need to drive. I also wonder if bradbourn road and bradbourn park road will be able to cope with the increased traffic as a consequence of the expansion of Sevenoaks primary school.

if this reduces the no. of private (polluting) cars on the roads, that is welcome.

My eldest daughter was allocated a place in Seal Primary, despite us living a short distance from Sevenoaks Primary. In the end we are very pleased with the school. The only downside is having to drive her to and fro. Parking is a particular issue. A number of Sevenoaks families seem to be in the same situation. Some kind of school transport solution would reduce traffic and ease parking issues in Seal.

14 Endorsement of 'Local List' detailing features of significant architectural merit to be retained

15 Re-open the arches under the railway for cycle and walking routes across town

Yes. Part of encouraging more cycling and walking.

I am a parent of two young children, one of whom is now a pupil at Riverhead Infant School. I do not drive and do not have a licence, and have always used public transport and walking around town. I live in Bosville Drive and for the first few years of living here we used the Archway by Morewood Close to access London Road, the bus stop, playgroups at the end of Kippington Road, and Sevenoaks train station - my husband also used the route to get to work via the train station. When Lidl opened, I was able to get milk and bread and other shopping for the children with only a short walk home - and for someone who has to push a pushchair and have a 4 year old walk great distances, this was a real lifeline.

Since the Arch was closed, my journeys have been increased significantly, as we are

effectively landlocked with only two other access points out of the lakes to get to Riverhead or to get to the shop at Lidl.

Riverhead Infant school has a policy of walking to school. My son's walk to and from school is one mile each way, owing to the extended route he now has to take, compared to a shorter distance through the archway. Riverhead school supports all children walking to school as part of its environmental policy.

Pushing a pushchair up the hill towards sevenoaks train station is extremely difficult, whereas the access to the bus stop near the fire station is flatter.

My neighbours, many of whom are elderly, relied on the archway to get to the bus stop and the new Lidl shop - for such elderly people, a short walk - without the typical sevenoak slope - was a lifeline.

The Archway had been built for access and has been used for access for over 100 years.

The policy adopted by Network Rail to close it, unilaterally, without consultation or regard to the effect it would have on the community, is disgraceful.

We therefore are very clear that this archway is extremely important to community life and access out of the otherwise landlocked southern bradbourn lake area.

Surely, a solution can be achieved - whether the area is leased to the council for additional parking, or for responsible corporate community behaviour to simply open the archway: one which has always been used and intended for access.

I'd like the arch that goes from behind the Lidl to Bradborne Lakes to be reopened

Think I may have mentioned this already. If it's the route near lidl I strongly support it. In fact I support anything which encourages people to walk more.

important issue, but don't know enough about the arches

I'm one of the residents particularly affected by the closure of Morewood Arch by Network Rail. We are contesting the closure, believing that the public have the right of access via the arch. Its closure causes real hardship for many residents, particularly the elderly and those with small children. It cuts us off from Lidl, the local pub, bus stops and quick access to the school and shops near Riverhead. The results include more frequent car journeys and a general loss of amenities.

Clearly the Arch was always meant to be just that - an arch that gives access under the railway. Network Rail would lose nothing by restoring that access (and in our view is not entitled to obstruct it anyway).

A possible win-win

16 **When landfill site becomes available re-use for public open space and sports provision**

There's plenty of public space already, provided existing space and greenbelt is protected.

I believe that the landfill site has always been designated as a nature reserve with no access to the general public. I am more concerned that the footpath from Greatness to Otford, which runs to the east of the landfill site, is properly cleansed and managed once the landfill has finished. This should include a dry footway over the marshy parts of the footpath beyond the railway footbridge.

If its possible, we need to do that.

17 **Improve access to public spaces**

Its pretty good already

Not entirely sure how "public space" is defined.

not really sure what this means

18 Regeneration of Bat & Ball area

It sounds as if this area is the only main contender for "regeneration".

Condition of roads in the area is poor

19 Enhance the Bradbourne Park Lakes area

Leave it alone. 'Enhancements' usually mean setting up amenities that detract from the unspoiled spaces

In what way does it need improving?

I am not sure what is wrong with it at the moment!

Should allow cycling in bradbournes lakes wildlife reserve.

I live in Bosville Drive and the pavements and road surfaces in the Bradbourne lakes area is absolutely appalling.

Sevenoaks is an extremely wealthy area - the council tax on the huge properties in the area must be massive!

Yet, the lakes is left to crumble. This is not on.

I would love to see a local cafe or shop within the lakes area, whether in or attached to the lakes itself. It is a wonderful community hub.

This area is a crucial amenity and sadly neglected. The Bradbourne Residents Association (of which I am a member) does sterling work in trying to protect and improve the area, but it really needs official help.

20 Promote and support public use of public open spaces and community facilities within

Don't know what it means

21 Deliver improved sports facilities and provision

Support, but not if it means more cost

Need alternatives to the leisure centre to be allowed. Soft play for kids is needed

Sevenoaks leisure centre is substandard. For such a wealthy area, it could surely be a leader in swimming and sport.

As it is, the pool and changing rooms are dirty and cold.

There is no large soft play area for children - which, given the number of young families in the area, is a wasted opportunity.

The provision for young preschoolers is substandard compared with, for example, Tonbridge Angel Centre's bounce.

give planning permission to a health club with a good swimming pool - like the David Lloyd plan which got rejected at Otford - we need something better than the council swimming pool in town (the changing rooms could do with re-fitting and a good clean there)

Seems to be strong demand but not enough provision. Another outdoor gym would be good.

22 **Encourage cultural provision for town centre**

23 **Improve the public realm and preserve cultural assets**

Meaningless jargon. What does this mean?

Not entirely sure what is meant by this.

Sounds good in principle but broad

Need to know more detail before I can comment. In principle a good idea.

24 **Plan positively and anticipate potential green belt revisions and identify future development sites in the town**

This is three issues, not just one. With that ambiguity this cannot be supported

Of course.

I think the town has become overdeveloped and has a massive traffic -and potentially pollution - problem. It also suffers from a lack of facilities such as GP surgeries and schools which should be considered before new houses are built. I am very dissatisfied with my GP surgery yet cannot get into the closest one to me and there seems to be an area near the town where people cannot get into their closest schools (lady boswells, St Thomas) unless they go to church - so I imagine any further development of the town would make these problems worse.

25 **Promote more housing for key workers and starter homes**

This smacks of an initiative aimed at increasing council taxes.

We risk becoming an enclave of rich bankers and nothing else.

26 **Encourage improved hotel provision**

It would improve the town centre to have some seats to rest on and chat to friends - one does not always want to drink a cup of coffee if one wants to sit down - there were some seats close to the old M & S food shop - I was disappointed when they were taken away. Maybe there was a problem with homeless people sleeping on them at night or such like? I am sure any problems could easily be overcome.

The perfect site has been lost - where the M&S monolith has been built.

Very poor selection of hotels available in Sevenoaks. I thought there was going to be a Travelodge opened near the station but then heard no more about it. We could do with something like a Travelodge or Premier Inn closer to the town centre/station. It would be good if the Harvester could have some sort of accommodation in their carpark - at the back so away from the road

I am very opposed to the new hotel proposed near the station as I do not believe people will travel there by train. Sevenoaks / west Kent is an amazing area yet many of its best tourist attractions are not reachable easily by public transport or walking eg hever castle, ightam mote, penshurst, winston churchills old house, ide hill, river hill gardens etc.

I think different areas should be looked at for hotel locations. Perhaps near hildenborough station would be more suitable as it's closer to some of the tourist attractions I mentioned and the A21.

Present situation very unsatisfactory

27 **Promote preferred locations for care homes, sheltered housing and social housing**

28 **Opening up the Wildlife reserve from Otford Road**

The point of wildlife is that it lives in places that are undeveloped. Therefore do not open up access, do not build more roads and carparks, do not create walkways &c &c. Protect the wildlife by giving it space of its own

This would need adequate parking arrangements.

A waste of resources.

Footpath access only.

29 **Promotion of multi-generational homes**

Its just a condition to be given on all planning applications, not an initiative.

What demand does this satisfy?

Sorry I just don't know what the term multigenerational homes means.

30 **Introduce a clear and cohesive signage strategy**

Never had an issue!

May road signs along the A25 are obscured by overgrown hedges and dirt.

Not too many signs.

Car park signs with number of spaces remaining aren't placed in positions where it's easy to see them - aren't accurate (today one was displaying 90 spaces in Blighs and when I got there the carpark was over-full with cars parked outside of the parking bays)

Not sure what sort of signage you mean - road names, place names, driving instructions?
I can't say I've ever noticed this is a problem.

Not sure what sort of signage you mean - road names, place names, driving instructions?
I can't say I've ever noticed this is a problem.

Signs must all be METRIC ONLY - all else is confusing / muddle

31 **Consider viability shared space schemes**

Not sure what this is!

Need more info

Can be used to bring together parts of the town that have been separated by roads and barriers and traffic lights.

not sure what this means

32 **Enable accessibility to both platforms at Bat & Ball station**

Only if Network rail pays for it

Need faster trains on this line stopping at key stations eg Bromley south, Denmark hill, Blackfriars but not every stop.

What percentage of Commuters/Users go from B&B as opposed to Sevenoaks?

I don't personally make use of Bat & Ball station, but generally support giving easier access to platforms.

Other comments

As Sevenoaks continues to develop and becomes even busier my concern is the rising levels of air pollution in the town. Living just off of the High Street in Sevenoaks I am concerned about the continued increase in the amount of traffic coming in and out of the town. It is impossible to walk into and around Sevenoaks via the High Street or London Road without feeling choked due to vehicle emissions, particularly diesel fumes from heavy vehicles, in fact it has now become very unpleasant walking into town for this reason. The air quality has significantly got worse over the past 2-3 years. As Sevenoaks continues to develop and vehicle levels increase, ever more people will be using the town. Your plan which will encourage more visitors and see the population size increase will only exacerbate the problem of air pollution further which puts the citizens of Sevenoaks health at risk. The recent research put out by the Government points to clear evidence that in built up areas pollution from vehicle emissions is seriously affecting public health and is the main cause of death from respiratory illness. In light of this finding I would be keen to know what Sevenoaks Council is planning to do about the rising levels of pollution in the town? In order to keep the health of its citizens and those using Sevenoaks safe, finding ways to drastically cut vehicle emissions in the town prior to further development should be the top priority of Sevenoaks Council before any future plans are approved or indeed implemented. I would be grateful to know what if any, provision is being made to improve the air quality in Sevenoaks?

The imposition of parking restrictions in Sevenoaks has resulted in a dramatic increase over the last 12 months of the number of commuters using Hollybush Close as an all day parking facility. The situation has become intolerable for the residents of this cul-de-sac which is located in a Conservation area.

Sevenoaks Council has strived hard to increase the number of parking spaces available for commuter parking. As a result there are spaces available for commuters should they require them. However, there are a number of commuters who do not want to pay for parking. I hear the argument that it is expensive for commuters to pay for parking in Sevenoaks. However, I would counter that I pay a premium to live in Sevenoaks within walking distance of its wonderful amenities. I think it is grossly unfair for someone to think they should be permitted to park on my doorstep and ruin the ambience of the local community. Of course I would like to live in a country home surrounded by open fields within a short walk of an attractive market town with good transportation links. However I have learnt to compromise !!

Hollybush Close was not designed and built to accommodate off-street parking. The profusion of commuter parking makes deliveries difficult and some gardening tasks impossible.

I would dearly like Sevenoaks Council to impose controlled parking within Hollybush Close via use of a restricted zone that would prohibit parking in this cul-de-sac.



APPENDIX E:

NORTHERN SEVENOAKS MASTERPLAN - CONSULTATION BOARDS 2017



NORTHERN SEVENOAKS MASTERPLAN OFFICIAL CONSULTATION

12TH MAY - 4TH JUNE 2017



ABOUT THE MASTERPLAN

In November 2016 Sevenoaks Town Council appointed URBAN INITIATIVES STUDIO to develop a masterplan that promotes positive change in Northern Sevenoaks over the next 20-30 years.

The purpose of the plan is to guide and capitalise on future development to ensure it benefits local people and improves services and movement throughout the area.

A draft masterplan has been developed through consultation with members of the public and key stakeholders. It contains a number of proposals that have the potential to transform the Northern Sevenoaks area.

TELL US WHAT YOU THINK

We would like to invite you to see the plan and tell us what you think at our **official public consultation**.

CONSULTATION PERIOD

The consultation will run from **12th May - 4th of June 2017**. You can view the proposals and submit feedback during this time at:

- **Sevenoaks Community Centre, Cramptons Road: or**
- **Online at STNP.co.uk/northernmasterplan**

LAUNCH EVENT

The consultation will commence with two drop-in sessions with our consultants. These will be held at **Sevenoaks Community Centre, Cramptons Road** on:

- **12th May 2017, 12noon - 8pm**
- **13th May 2017, 10am - 3pm**

We look forward to meeting you and answering any questions you may have about the masterplan.

ABOUT THE PROJECT



Study area

PROJECT BACKGROUND

Sevenoaks Town Council is currently developing a Neighbourhood Plan for Sevenoaks that will set out a vision to guide development in the area over the next 15-20 years.

Through their preliminary work on this plan the Town Council's Neighbourhood Plan Steering Committee identified Northern Sevenoaks (the study area) as one of the only areas of the town that could receive new development. There was also a consensus that Northern Sevenoaks was an area with untapped potential that was in need of some regeneration. It was therefore agreed that a dedicated masterplan would be prepared to scope out the development potential of the area. When complete, the plan will feed into the evidence base for both the emerging Neighbourhood Plan and the new Sevenoaks District Local Plan which is currently being prepared by the District Council.

PROJECT TIMELINE

The Town Council appointed consultants Urban Initiatives Studio and Regeneris to prepare the masterplan in November 2016. They have undertaken a number of different tasks to help prepare the proposals you will see at this exhibition. These are summarised below.

DEVELOPMENT STAGE	1 IDENTIFYING THE VISION
NOV-DEC 2016	<ul style="list-style-type: none"> Detailed spatial analysis of the study area Detailed review of planning policy Socio economic overview of the study area Preparation of initial ideas for Northern Sevenoaks Consultation: Visioning Workshop with local people and stakeholders
DEVELOPING THE MASTERPLAN	
JAN-APRIL 2017	<ul style="list-style-type: none"> Development of initial ideas following consultation feedback Development of draft masterplan Consultation: Masterplan Workshop with local people and stakeholders Preparation of draft masterplan report
CONSULTATION STAGE	3 PUBLIC CONSULTATION (THIS STAGE)
JUNE-JULY 2017	<ul style="list-style-type: none"> Development of draft masterplan following consultation Public and online exhibition of draft masterplan Collection of feedback from local people and stakeholders via a questionnaire
MAY 2016 - JUNE 2017	4 FINALISING THE PLAN
JUNE-JULY 2017	<ul style="list-style-type: none"> Review of feedback from public consultation Presentation of Masterplan to Town Council Planning Committee and Finalise masterplan

TELL US WHAT YOU THINK

Please take your time to review the ideas on these boards and fill in our feedback questionnaire. Please leave the completed form in the comments box or return by post or in person to:

FREEPOST RTHK-RSKY-SSXS

Sevenoaks Town Council
Bradbourne Vale Road
Sevenoaks

You can also see the proposals and comment online.
Visit: STNP.co.uk/northernplan

THE DEVELOPMENT OF NORTHERN SEVENOAKS

Sevenoaks is an attractive commuter town located to the south east of London with a population of 20,409 (census 2011). Early records of a settlement date back to the 13th Century when a market was held in the area. Sevenoaks town has largely retained its historic character with the core focused around London Road and High Street and with a number of historic landmarks such as Knole House, The Vine Cricket Ground and Sevenoaks School adding character and identity.

The central area around High Street and London Road remained the focal point of the town for many centuries. Northern expansion of the town did not occur until the industrial revolution. Northern Sevenoaks therefore has quite a different character. Its evolution is summarised below.

PRE-1850 - NORTHERN SEVENOAKS NOT DEVELOPED

- Most early built development in Sevenoaks focused on historic centre of the town (such as Knole House)
- Northern Sevenoaks was largely agricultural with a number of estates and manor houses including Greatness House, Bradbourne Hall and Riverhead

NORTHERN SEVENOAKS INDUSTRIALISES

- Bat and Ball Station opens in 1862
- Gasworks opens on Cramptons Road in 1862
- Brickworks appear on Otford Road and at Greatness
- Sand and gravel extraction begins to the west of Bat and Ball Station

INDUSTRIAL AND RESIDENTIAL EXPANSION

- Sevenoaks expands through the 19th Century
- The St Johns area is developed for housing between 1840-1880
- The Sevenoaks and Holmesdale Cottage Hospital opened on St John's Hill in 1873.
- Small pockets of housing appear interspersed with industrial uses and the great houses are demolished to make way for new homes

POST WAR CHANGE

- The completion of gravel extraction at Bradbourne led to the creation of the Sevenoaks Wildlife Reserve
- Commercial uses continue to grow with Vestry Road and the Sevenoaks Enterprise Centre developed on former railway sidings
- Gravel extraction commences on the current Tarmac Site to the north of Greatness
- Further residential development takes place between the railway line and Otford Road
- The area is characterised by a mix of large footprint commercial uses, finer grain residential development and its open spaces

THE FUTURE?



SPATIAL ANALYSIS

This board shows the spatial analysis that was undertaken as part of the masterplanning process. Below each image you can see the key positive and negative features identified under each topic.



OPEN SPACES

- ✓ A variety of open spaces including the Sevenoaks Wildlife Reserve and Greatness Recreation Ground



PUBLIC TRANSPORT

- ✓ Good public transport links



FLOODING

- ⊗ Some flood risk in the Darent Valley - this creates constraints in some parts of the Northern Sevenoaks area



ACCESS TO NATURE

- ✓ High biodiversity value
- ✓ Opportunity for new open spaces on the Tarmac site at Greatness when gravel extraction is completed



VEHICLE MOVEMENT

- ✓ Good road links to other settlements
- ⊗ Traffic - dominance of traffic heavy on the major routes, the A225 and A25



TOPOGRAPHY

- ✓ Undulating topography creates attractive views towards surrounding countryside - especially to the north and east



LAND USE

- ✓ Variety of shops and services from the local shops at St Johns to big box retailers to the west of the Vestry Estate
- ✓ Strong Performing Labour Market
- ⊗ Lack of mix in housing types
- ⊗ Hostile environment - a lack of activity and dominance of commercial uses around the station
- ⊗ Vacancy - empty shop units at St Johns



PEDESTRIAN ENVIRONMENT

- ⊗ Railway line is a barrier to pedestrian movement
- ⊗ Poor quality pedestrian environment at St Johns
- ⊗ Limited east to west movement through the Northern Sevenoaks area and constrained access to Bat and Ball Station



PLANNING DESIGNATIONS

- ⊗ Lack of available sites for development
- ⊗ Some protected employment sites around Bat and Ball Station - these create a hostile environment
- ⊗ 70% of Northern Sevenoaks is within the Green Belt

TOWNSCAPE

Northern Sevenoaks developed with the arrival of the railway. Early development was mainly industrial with only small pockets of residential use. Development then and now has been concentrated along the railway line between Otford Road (A225) and Greatness. Gravel extraction took place on land to the east and west and is ongoing at Greatness. The area has the following characteristics:

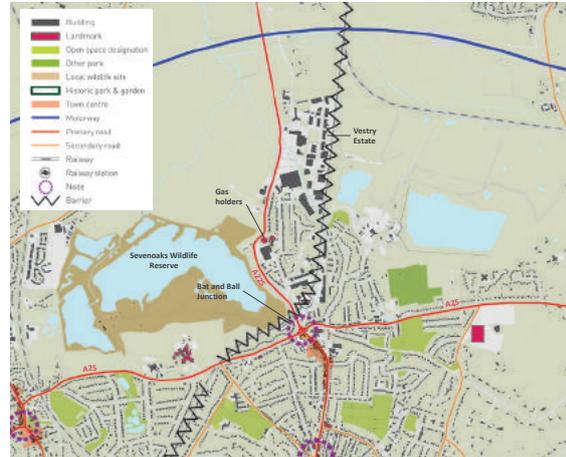
- ✓ An abundance of open spaces, woodland and water bodies
- ⊗ Unplanned development with an inconsistent townscape of large footprint commercial uses and finer grain development
- ⊗ Bat and Ball junction is an important node in the townscape but is busy and presents a poor quality pedestrian environment
- ⊗ The railway line and A25 and A225 are major barriers to pedestrian movement
- ⊗ An incomplete and fragmented pattern of streets

COMMERCIAL CHARACTER

- ✓ The big box retail and commercial uses are concentrated at Vestry Road and have little impact on the residential environment
- ✓ Development at St Johns Hill follows a traditional High Street pattern with continuous active frontages - this creates a focal point for surrounding housing
- ⊗ Smaller clusters of big box commercial uses are located either side of the railway tracks at Bat and Ball Station and create a poor first impression, impact on neighbouring residential properties and create a 'ghost town' environment around the station

RESIDENTIAL CHARACTER

- ✓ There are many styles of residential architecture in the study area. However, they are generally two storey, suburban style houses. This creates some cohesiveness in the townscape.
- ⊗ There is very little variation in the housing type - which is mainly formed of family homes - there are very few apartments.



OPPORTUNITIES

From our analysis we have identified the following opportunities for North Sevenoaks. These have helped to inform the Vision and Objectives:

Bat and Ball Station and a new community centre - refurbish the station, deliver more activity and open up a western access to the station - transform the arrival experience;

Animate the streets - create more activity and a safer streetscape around the station through new development;

Improve linkages - improve the pedestrian and cycle environment especially between key destinations such as local schools, St Johns centre and the station;

Visitor Centre - improve access to the Wildlife Reserve including potential for a new Visitor Centre;

New homes - provide a mix of new homes including affordable properties and investigate alternative models of delivery;

Employment focus - consolidate commercial uses towards the north of the study area and release sites close to the station;

Green Belt Review - remove some sites from the Green Belt to free up land for development;

Green Network - deliver new green spaces and improve connections and facilities at existing spaces such as Greatness Recreation Ground; and

Water based recreation - create a new water based recreational open space when Tarmac completes extraction at Greatness.

VISION

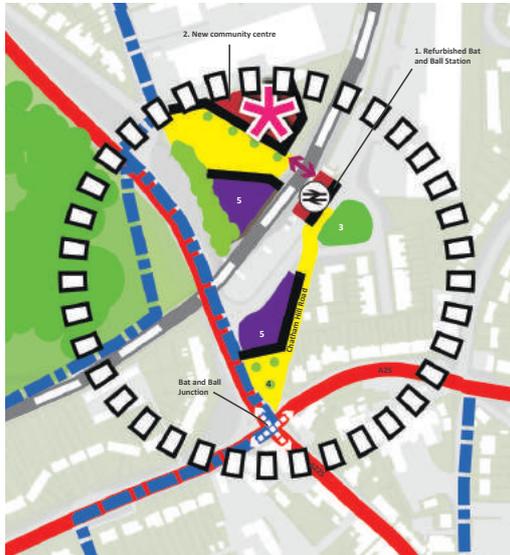
'NORTHERN SEVENOAKS will be a successful and vibrant place with a strong identity that takes advantage of its good connections and easy access to open countryside. A neighbourhood that provides a variety of homes, excellent schools and local shops, facilities and employment opportunities; that is set within a landscape of open fields, lakes and woodland and where it is possible to build your own home and be at one with nature.

The Sevenoaks Wildlife Reserve, Greatness Lake and Greatness Recreation Ground provide a unique and rich natural environment for both active sports and quiet contemplation and a network of safe routes provide easy access to local facilities. Northern Sevenoaks will be a **NATURALLY GREAT PLACE TO LIVE**.

OBJECTIVES

- 1** To **strengthen the heart** of Northern Sevenoaks by improving the environment around the station and St Johns and encouraging residential development in close proximity to transport links and local services. 
- 2** To **make the most of the area's natural assets** including Greatness Recreation Ground, The Sevenoaks Wildlife Reserve and a new leisure area around Greatness Lake when Tarmac have finished extracting gravel. 
- 3** To consider opportunities for the **sustainable expansion** of Sevenoaks to the north. 





IMPROVING THE ARRIVAL EXPERIENCE

The masterplan proposes the following public realm interventions to improve the physical environment at Bat and Ball and help people navigate from the station to other destinations.

- A new arrival space to frame the **new community centre** and mark the new western access point to Bat and Ball Station
- A new arrival space to frame the **refurbished Bat and Ball Station** utilising the existing green space on Chatham Hill Road
- Improvements to the pedestrian route along Chatham Hill Road
- Improvements to the existing public space at the junction of Chatham Hill Road / Bat and Ball junction

NEW RESIDENTIAL DEVELOPMENT

To enliven the area and the improved public realm on either side of the railway tracks, the masterplan proposes the development of two new residential apartment blocks - one opposite the new community centre and one on the former St Johns Ambulance site on Chatham Hill Road.

Together these two blocks could deliver approximately 24 new dwellings at a residential density of 60 dwellings per hectare.



5. New homes will be developed close to the station



1. Bat and Ball Station will be refurbished - the image above shows a similar scheme at Crystal Palace Station



2. The community centre will be replaced with a new building, as shown in the visualisation above

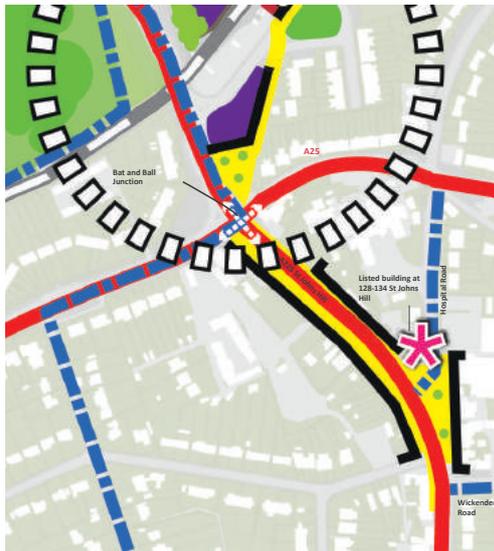


3. A new welcoming space will be created opposite the station - similar to the above example at Manor Park Station



4. The space at the junction of Chatham Hill Road and Orford Road will be improved

Potential to transform the arrival experience at the station, provide new community facilities and new homes



CREATING A FOCAL POINT AT ST. JOHNS

The High Street at St Johns is the primary location for local shops and services and is a designated as a town centre in the adopted development management plan. However, our analysis revealed that the area suffers from a poor environmental quality due to narrow pavements, high volumes of traffic and the poor condition of some of the buildings.

To facilitate better pedestrian links to the shops the crossing arrangement at Bat and Ball junction should be re-designed to facilitate quicker and easier pedestrian crossing. Detailed designs for the junction will be developed as part of a wider traffic study at a later stage of the masterplanning process.

To improve the physical environment the masterplan proposes public realm improvements along St Johns Hill from the Bat and Ball junction to Wickenden Road. Where possible the pavements should be widened. This could be achieved by the use of shared surfaces or other improvements aimed at giving greater priority to pedestrians.

An improved area for sitting out in front of the shops between Hospital Road and Wickenden Road is proposed where the pavements are already wide. This new space would help improve the setting of the attractive listed building at the junction of St Johns Hill and Hospital Road.



The public realm and St Johns Hill should be improved, traffic slowed and pavements widened where possible. The above image shows the town of Peypiton in Cheshire. Here the road carriage has been narrowed to give more space over to pedestrians.



SEVENOAKS TOWN COUNCIL
 NORTHERN SEVENOAKS MASTERPLAN
STRENGTHENING THE HEART
 DEVELOPING AROUND THE STATION

RELOCATING COMMERCIAL USES

The masterplan proposes that, over time, the employment uses located between the railway line and the A225 (including the Sevenoaks Enterprise Centre) are relocated to free up land for residential development.

The displaced businesses could be relocated to the Vestry Estate to the north. There are some vacant sites within the estate and potential for expansion northwards towards the M26. This would consolidate commercial uses where they will have a less disruptive impact on the townscape and neighbouring residential dwellings.



Employment uses on sites near the station could be relocated to the north of the study area

Existing employment sites within the study area that could be relocated to the north occupy 6.5ha (approximately)

Area of available land north of Vestry Road = 10ha (approximately)



PROMOTING NEW HOMES NEAR BAT AND BALL STATION

The relocation of employment uses would allow new homes to be built close to the station. These new homes could be developed as a mix of apartments and houses laid out in a series of street blocks in order to repair the fragmented townscape that exists between the railway line and the A225. This would also deliver a more coherent fabric of connected streets leading to the station. Buildings would be designed to overlook the new routes and spaces and would create a better environment for both walking and cycling in Northern Sevenoaks.

It is envisaged that apartments buildings of up to four storeys would be developed close to the station and that some local facilities (eg a local shop, cafe or a doctors or dental surgery) or workspace could be provided at ground floor level. Houses would be delivered further to the north.

- Key Heritage
- Community centre / refurbished station
- Landmark building
- Key route with improved public realm for pedestrians/cyclists
- Artificial space
- Railway crossing
- Station residential development
- Junction improvements
- A class roads
- Train station
- Proposed cycle routes
- Central residential development (terraces)
- Central residential development (flats/apartments)
- New links



Potential development blocks released by relocation of employment uses



Apartment buildings would deliver higher density development near the station



Lower density housing would be located on sites further to the north of the station



Apartment buildings near the station could have some commercial uses at ground floor level

Potential for 410 new homes to enliven the area around Bat and Ball station





- Key frontage
- Community centre / refurbished station
- Landmark building
- Key route with improved public realm for pedestrians/cyclists
- Arrival areas
- Railway crossing
- Station residential development
- Junction improvements
- A class roads
- Train station
- Proposed cycle routes
- Central residential development (terraces)
- Central residential development (flats/road)
- New links
- School
- Existing paths
- Existing visitor centre
- Proposed cycle routes
- New paths
- New visitor centre
- Key route with improved public realm for cyclists / pedestrians
- Nature Reserve residential development (semi and detached)
- Darent Valley Path (currently for walking only may include future cycle route)

A new community asset and potential for 45 new homes

SEVENOAKS WILDLIFE RESERVE

The Sevenoaks Wildlife Reserve is one of the areas most valuable assets. It serves as both a recreational and educational resource. However, access to the Reserve is restricted to a single point of access off Bradbourne Vale Road and this is not easy to find. The masterplan proposes the following interventions to open up access to this fantastic resource and improve its facilities for visitors. These include:

- Locating a new 'Visitor Centre' in a highly visible location with clear, direct links to Bat and Ball Station
- Creating a new circular route around the Reserve (for walking only)
- Limited residential development along the eastern edge of the reserve to help fund improvements

The reserve will remain a 'quiet' place to preserve wildlife (no cycling, dogs, jogging etc). The proposed improvements will not compromise this environment and the new entrance will be secured. A new cycle route will run between the Reserve and Bradbourne Vale Road to create a quiet route for access to Knole Academy.



The new visitor centre should be eye-catching and architecturally ambitious



GREATNESS RECREATION GROUND

Greatness Recreation Ground is another one of Northern Sevenoaks positive assets. This open space has a very different character from the Wildlife Reserve. It is an active space with a play park, skate park and playing fields. The masterplan promotes a number of new and improved facilities for this already popular area. These include:

- A resurfaced adult football pitch with a 3G surface
- A new pavilion with changing rooms, a meeting room, a kitchen /refreshment area, storage facilities and a medical room along with a separate community area / café
- A Multi-Use Games Area (MUGA)
- A new pedestrian and cycle route linking to Trinity School and Greatness Lake (see Board 7)
- Extension and improvement of the existing car park
- An improved playground - this would be relocated to allow the existing car park to be extended
- New circular paths around the open space



- Proposed paths
- New sports pavilion
- Proposed pedestrian/cycle link
- New vehicular route
- MUGA
- Play areas
- Skate park
- Key route /area with high quality public realm
- Existing paths
- Proposed 3G pitch
- Outdoor gym
- School



Some of the improved and new facilities at Greatness Recreation Ground include (clockwise from the top): a MUGA, a new sports pavilion and a 3G surfaced adult sized football pitch

SEVENOAKS TOWN COUNCIL
 NORTHERN SEVENOAKS MASTERPLAN
 SUSTAINABLE EXPANSION
 GREATNESS LAKE AND DARENT VALLEY

GREATNESS LAKE

The large open area and lake between Greatness Recreation Ground and the east-west railway line (Ashford line) to the north is currently occupied by Tarmac. Gravel extraction on this site is set to complete in the coming years and the site will be returned to public use by 2030/2032.

This open space and lake offers a significant opportunity for a new recreational open space for Northern Sevenoaks. Unlike the Wildlife Reserve this site could host a number of activities including cycling and water sports. There is also potential to deliver a visitor centre and see some of the historic buildings on site restored.

To help fund these opportunities the development would include new housing. From an urban design perspective, development in this south west corner offers significant advantages. Homes would benefit from close proximity to local services and transport links and could be designed to connect into the existing network of streets. Homes could be delivered as part of a sustainable, landscape led masterplan centred around a series of connected open spaces at Greatness Lake, Greatness Recreation Ground and Millpond Wood.

- Proposed paths
- New sports pavilion
- Proposed pedestrian/cycle link
- New vehicular route
- MUGA
- Play area
- Skate park
- Key route/area with high quality public realm
- Existing paths
- Proposed 3G pitch
- Outdoor gym
- Greatness Lake Visitor Centre
- Location of existing buildings to be refurbished
- Greatness Lake residential



Potential to create 75Ha of public open space, 600 new homes, a water sports lake, visitor centre and bring historic buildings back in to use



DARENT VALLEY

In addition to the expansion of the area to the north at Greatness Lake, there is longer term potential for new development to the north of the Sevenoaks Wildlife Reserve.

New homes could be considered in two discrete parcels. Parcel 1 lies to the west of Otford Road. Parcel 2 lies to further to the west towards Dunton Green. Both sites benefit from close proximity to local services and transport links.

A new east west route would connect the two parcels and improve access to Dunton Green and Dunton Green Station. This could be delivered as a pedestrian and cycle route initially but with a vehicular route considered in the longer term.

In addition to new housing proposals for this area include a 30 Ha extension to the Wildlife Reserve and associated walking routes.

The area offers the opportunity to explore different methods of housing development and delivery. One of the threats identified for the area is the increase in property values that may out price local people. Models such as co-operative housing and self build should be explored here to mitigate against this risk. Co-operative housing in particular is a useful model to consider for older residents who may wish to downsize but maintain a supportive and friendly social network.

Potential to expand the Wildlife Reserve by a further 30Ha, improve connections and deliver up to 850 new homes with many offering alternative delivery methods

- New paths
- Existing paths
- Existing public realm
- New vehicular routes
- Greenfield residential development
- Urban Redevelopment
- Proposed pedestrian/cycle link
- Key route with improved public realm (pedestals, permeability)
- Transportation
- Key buildings
- Community centre/cultural/leisure station
- New vehicular routes
- Proposed cycle routes
- Darent Valley Park (courtesy for walking and may include future cycle route)
- Urban residential development
- Central residential development (Barnard)
- Central residential development (B&H)





Masterplan for Northern Sevenoaks

THE BENEFITS OF THE MASTERPLAN

The masterplan proposes a total of approximately **1,929 new homes**. This could bring many benefits to the local area including:

- An additional annual expenditure of **£24 million** in the local area
- Supporting **270 additional jobs**
- Wider employment impacts associated with leisure activities
- The opportunity to rationalise and improve efficiency of existing employment land (at Vestry Road)
- **772 affordable homes** (579 affordable rented, rent to buy and shared ownership properties and 193 starter homes)
- At least **105 Ha** of new open space at the Wildlife Reserve and Greatness Lake

DELIVERY AND HOUSING NUMBERS

To deliver this masterplan it is absolutely essential that the Town Council remain at the heart of the strategy to secure the maximum possible benefit for the area.

As the masterplan is developed a partnership approach to development must be considered. This could include the Town Council acting as a development partner and investigating the potential of joint ventures with landowners.

The table to the right summarises how many potential new homes and the amount of affordable housing the masterplan could deliver. It also indicates the potential CIL (Community Infrastructure Levy) that could be secured to invest in the Northern Sevenoaks area.

Further consideration will also need to be given to community infrastructure including the provision of new schools and health facilities.

New residential

- Station residential development
- Nature Reserve residential development
- Central residential development (Barossa)
- Central residential development (Hart)
- Greatness Lake residential
- Darent Valley residential

Community facilities

- M, B&A
- Play areas
- Skate park
- Adult pop: 361

Links and transport

- Proposed cycle route
- Existing path
- Proposed path
- Key route / area with high quality public realm
- Proposed vehicle route
- Proposed cycle / pedestrian route
- Darent Valley Park
- Railway crossing
- A class roads
- Train station
- Junction improvements

Buildings

- Existing visitor centre (Nature Reserve)
- New visitor centre (Nature Reserve)
- Greatness Lake visitor centre
- Historic buildings to be refurbished
- New sports pavilion
- Community centre / refurbished station
- Landmark building
- Key heritage
- School

DEVELOPMENT QUANTUMS AND POTENTIAL FINANCIAL CONTRIBUTIONS

	Housing Units	Housing floor space*	Employment Space (sqm)**	Affordable Housing	Affordable Housing floor space	Community Infrastructure Levy Contributions (Excluding Affordable Housing)
Around Bat and Ball Station	24	2,232		10	930	£162,750
Central	400	38,130	250	164	15,252	£2,809,750
To East of Wildlife Reserve	45	4,185		18	1,624	£313,875
Greatness Lake	600	55,800		240	22,320	£4,185,000
Darent Valley	850	79,050		340	31,620	£5,928,750
TOTAL	1,929	179,397	250	772	71,796	£13,450,125
% Affordable Homes				40%		





APPENDIX F:

LOCAL PLAN ISSUES AND OPTIONS CONSULTATION 2017



Sevenoaks District Council Local Plan Consultation

Main Consultation slides
Prepared by Lake Market Research
November 2017

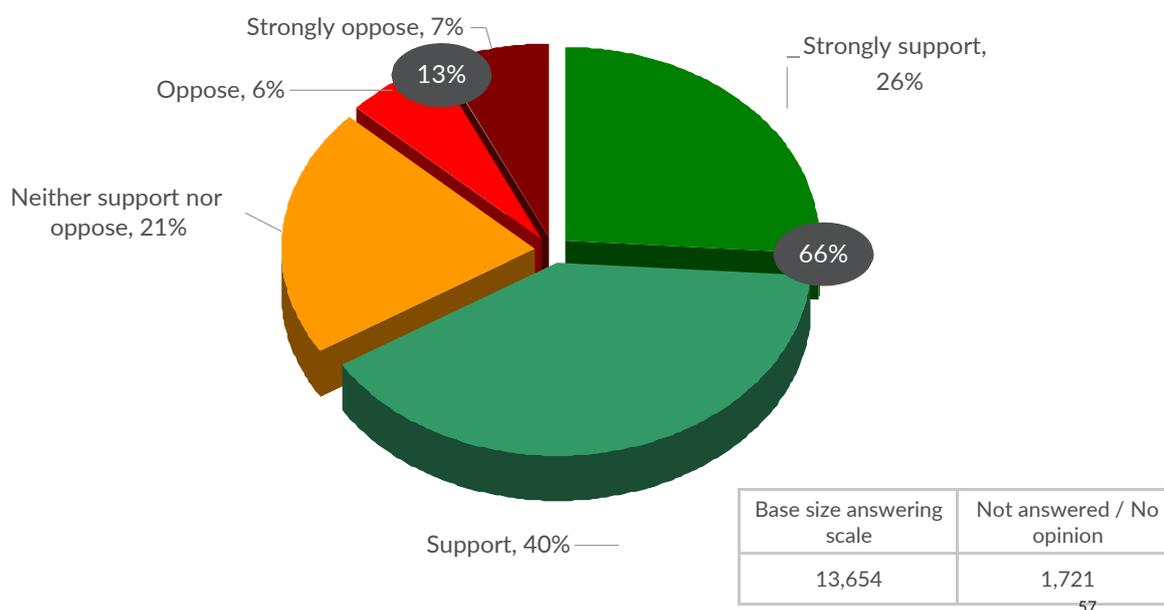
*This report complies with ISO:20252 standards
and other relevant forms of conduct*

51

Objective 1: Promoting housing choice for all

Q3a. To what extent do you support or oppose the following concepts...

Draft Northern Sevenoaks Masterplan



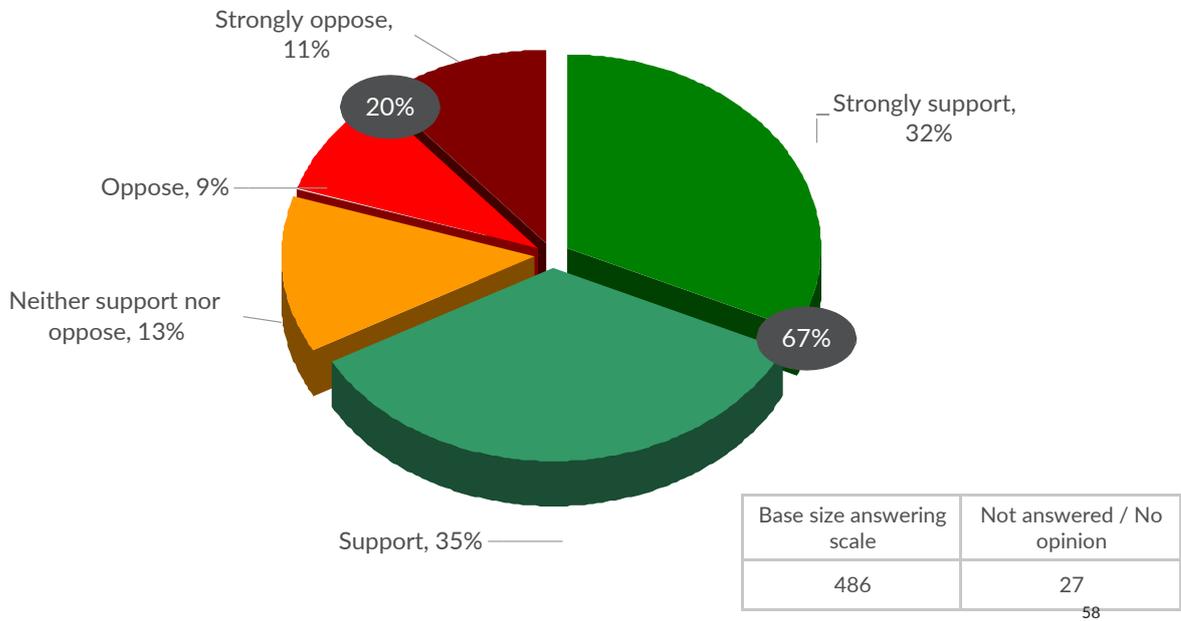
Base: Various for each question (Not relevant & not answered excluded - original base size 15,375)

7

Objective 1: Promoting housing choice for all

Q3a. To what extent do you support or oppose the following concepts...

Draft Northern Sevenoaks Masterplan - Based on Sevenoaks North ward responses only



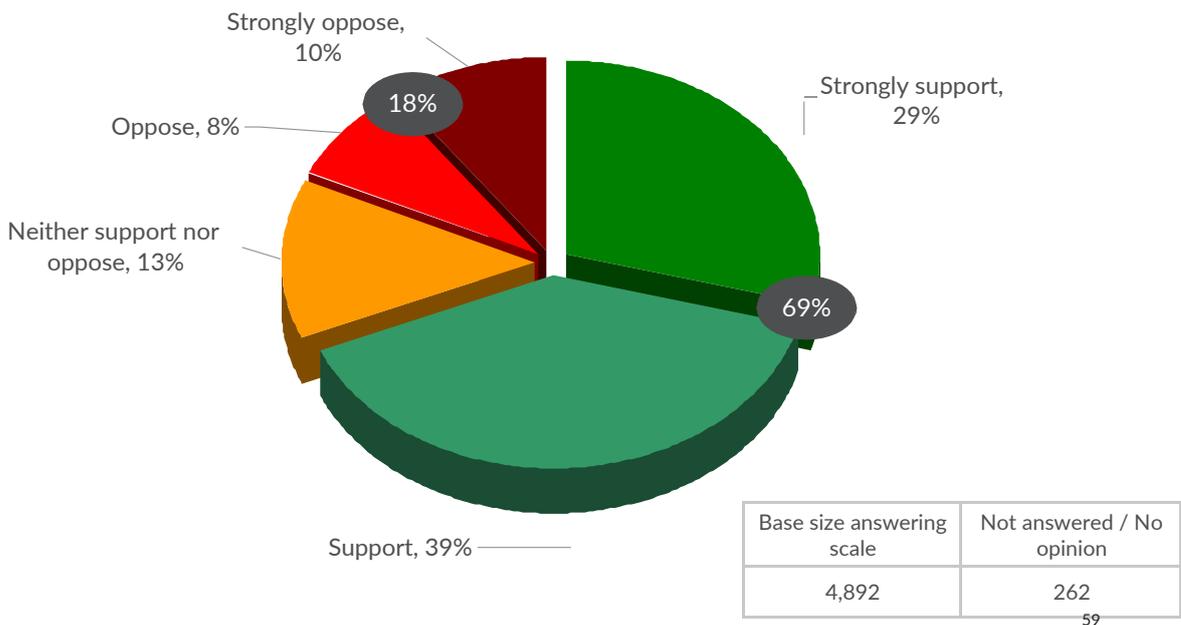
Base: Various for each question (Not relevant & not answered excluded - original base size 513)

8

Objective 1: Promoting housing choice for all

Q3a. To what extent do you support or oppose the following concepts...

Draft Northern Sevenoaks Masterplan - Based on Sevenoaks wards, Otford, Dunton Green, Kemsing and Seal responses only



Base: Various for each question (Not relevant & not answered excluded - original base size 5,154)

9



APPENDIX G:

REGULATION 14 CONSULTATION PUBLICITY, BOARDS + CONSULTEES



Sevenoaks Neighbourhood Development Plan Public Consultation

planning@sevenoakstown.gov.uk
01732 459953



Sevenoaks Town
Neighbourhood Plan

Sevenoaks
TOWN council

At the Sevenoaks Town Council Annual Public Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to produce a Neighbourhood Plan. The Plan is a once in a generation chance for local people to shape and guide the future of the town and to ensure that future development is sensitive to the town's character and identity and to provide for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Committee have undertaken extensive public consultation and engagement activities, including a Masterplan for Northern Sevenoaks to ensure that the content of the plan reflects what local people want. They have used this information to develop background work for the Plan and commission strategies and studies to support the emerging plan policies.

A six-week public consultation is set to run from Friday 31st January 2020 until Friday 13th March 2020. The public consultation will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020. An exhibition will be available to view at the launch and at locations across the town through the six-week period (see below for details). Further information about the Neighbourhood Plan and how to comment on it are available on the Neighbourhood Plan website at <https://sevenoaksndp.wordpress.com>.

Feedback from this initial consultation will be included where appropriate into the plan which will then be progressed through a statutory programme carried out by Sevenoaks District Council concluding in a referendum for the residents of Sevenoaks.

Dates	Times	Location
Friday 31 st January 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Kaleidoscope Library
Saturday 1 st February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Kaleidoscope Library
Friday 14 th February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Town Council Chambers
Saturday 15 th February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Town Council Chambers
Monday 3 rd February – 13 th March 2020 (excluding 18 th - 20 th Feb)	10.00 a.m. – 4.45 p.m. Monday - Saturday	Stag Theatre Café
Monday 3 rd February – 13 th March 2020	Station Opening Times	Sevenoaks Mainline Railway Station Foyer

Enquiries to: Sevenoaks Town Council, Council Offices, Bradbourne Vale Road, Sevenoaks, Kent TN13 3QG. planning@sevenoakstown.gov.uk



Special Features

Have your say on the neighbourhood plan for Sevenoaks

Six-week consultation on the neighbourhood development plan for Sevenoaks starts on Friday, January 31



By Sarah Brazendale
UPDATED 08:33, 28 JAN 2020



A chance for residents to have their say on the future of the neighbourhood

Sign up to FREE daily email alerts from KentLive - Daily

Subscribe

We will use your email address only for sending you information. Please see our [Privacy Policy](#) for details of your data protection rights.

Back in March 2013, residents of Sevenoaks supported the town councils plans to produce a neighbourhood plan. It's a once-in-a-generation opportunity for local people to guide and shape the future of their town and also ensure that any future development is sensitive to the towns character and identity while also providing for the needs of future generations.

And now there's a six-week consultation where you can have your say on the plans, running from Friday, January 31 to Friday, March 13. It will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on January 31 and February 1. An exhibition will also be available to view at the launch and at locations across the town through the six-week period.

Since the annual town meeting in 2013 the Town Council and the Neighbourhood Plan Committee have undertaken extensive public consultation and engagement activities, including a masterplan for Northern Sevenoaks to ensure that the content of the plan reflects what local people want. They have used this information to develop background work for the plan and commission strategies and studies to support the emerging plan policies.



Feedback from this initial consultation will be included where appropriate into the plan which will then be progressed through a statutory programme carried out by Sevenoaks District Council concluding in a referendum for the residents of Sevenoaks.

Exhibition dates and location

Dates	Times	Location
Friday, January 31	10.00am - 3.00pm	Sevenoaks Kaleidoscope Library
Saturday, February 1	10.00am - 3.00pm	Sevenoaks Kaleidoscope Library
Friday, February 14	10.00am - 3.00pm	Sevenoaks Town Council Chambers
Saturday, February 15	10.00am - 3.00pm	Sevenoaks Town Council Chambers
Monday, February 3 - March 13	10.00am - 4.45pm	Stag Theatre Café
Monday, February 3 - March 13	Station opening times	Sevenoaks Mainline Railway Station Foyer



Sevenoaks Town Neighbourhood Plan

Sevenoaks Neighbourhood Plan consultation offers 'once in a generation' opportunity to have your say on the future of the town

A six-week public consultation into the production of a Sevenoaks Neighbourhood Plan begins on Friday 31 January 2020 and runs until Friday 13 March 2020.

Residents signalled their support for Sevenoaks Town Council to produce a Neighbourhood Plan at an Annual Public Town Meeting back in 2013. It is described as a once in a generation chance for local people to shape and guide the future of the town and to ensure that future development is sensitive to the town's character and identity and to provide for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Committee have undertaken extensive public consultation and engagement activities, including a Masterplan for Northern Sevenoaks to ensure that the content of the plan reflects what local people want. They have used this information to develop background work for the Plan and commission strategies and studies to support the emerging plan policies.

The public consultation will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31 January and Saturday 1 February 2020. An exhibition will be available to view at the launch and at locations across the town through the six-week period.

Further information about the Neighbourhood Plan and details on how to comment on it are available on the Neighbourhood Plan website at: sevenoaksndp.wordpress.com

Feedback from this initial consultation will be included where appropriate into the plan which will then be progressed through a statutory programme carried out by Sevenoaks District Council concluding in a referendum for the residents of Sevenoaks.



PUBLIC CONSULTATION – LAST CHANCE TO COMMENT

| 25 Mar 2020 | Members Blog



Calling all Chamber Members and the wider business community to add their comments before the deadline of 31.03.2020

The Sevenoaks Neighbourhood Plan and response sheet can be viewed [HERE](#)

At the Sevenoaks Town Council Annual Public Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to produce a Neighbourhood Plan.

The Plan is a once in a generation chance for local people to shape and guide the future of the town and to ensure that future development is sensitive to the town's character and identity and to provide for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Committee have undertaken extensive public consultation and engagement activities, including a Masterplan for Northern Sevenoaks to ensure that the content of the plan reflects what local people want. They have used this information to develop background work for the Plan and commission strategies and studies to support the emerging plan policies.

Feedback from this initial consultation will be included where appropriate into the plan which will then be progressed through a statutory programme carried out by Sevenoaks District Council concluding in a referendum for the residents of Sevenoaks.

Enquiries to Sevenoaks Town Council, Council Offices, Bradbourne Vale Road, Sevenoaks, Kent TN13 3QG

Email: planning@sevenoakstown.gov.uk

Within the proposed Neighbourhood Development Plans are proposals for development at the Tarmac quarry site. The proposals received a high level of support during Sevenoaks District Council's consultation in 2019 relating to the Local Plan. At the Planning Committee held on 13th January 2020 representatives provided [Tarmac Presentation 13.1.2020](#)

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

INTRODUCTION

SEVENOAKS NEIGHBOURHOOD PLAN

In 2013, residents of Sevenoaks signalled their support for the Town Council to begin the preparation work on a Neighbourhood Plan for Sevenoaks. This plan is a once-in-a-generation chance for local people to shape and guide the future of the town, and to ensure that development is sensitive to the town's character and identity, and provides for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Steering Committee have undertaken extensive public consultation and engagement activities to ensure that the content of the Plan reflects what local people want. A range of background studies have also been undertaken to support the content of the Plan including the Sevenoaks Town Sports Strategy, an Integrated Transport Strategy and the Northern Sevenoaks Masterplan. These inform the policies within the Plan.

In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan.

STRUCTURE OF NEIGHBOURHOOD PLAN

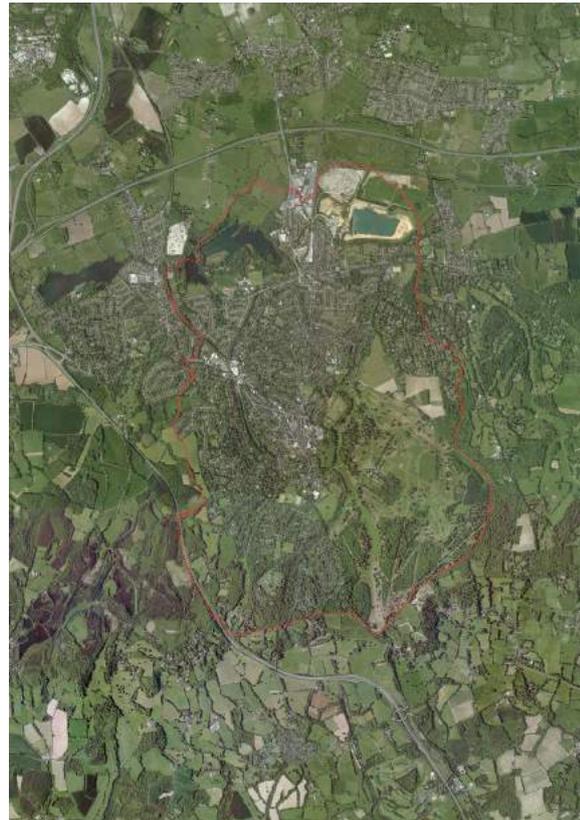
The Neighbourhood Plan is based upon a vision and an accompanying set of objectives. It draws upon the town's existing strengths and identifies a number of challenges and opportunities. The Vision for Sevenoaks will be delivered over a 15-20 year time frame with a number of objectives set out under seven themes.

-  **THEME ONE: CHARACTER, HERITAGE AND IDENTITY**
-  **THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE**
-  **THEME THREE: MOVEMENT AND PUBLIC REALM**
-  **THEME FOUR: LOCAL ECONOMY**
-  **THEME FIVE: COMMUNITY AND CULTURE**
-  **THEME SIX: SPORTS AND RECREATION**
-  **THEME SEVEN: DEVELOPMENT AND HOUSING**

Each theme has its own section in the Plan with the objectives related to each theme clearly identified. Each objective is then supported by one or more policies or aims. These are set out on the boards within this exhibition. Following the nationally declared climate emergency the Town Council has made addressing climate change its number one priority. Policies that contribute towards this aim are identified on the boards.

NEIGHBOURHOOD PLAN: ROLE

- NEIGHBOURHOOD PLAN** → Establishes general planning policies for the development and use of land in the area
- Once adopted, forms part of Statutory Development Plan and is a material consideration in the determination of planning policies



Aerial image of the Neighbourhood Plan area

A VISION FOR SEVENOAKS IN 2038

*'Sevenoaks will continue to be a successful and friendly market town set on the Greensand Ridge that takes advantage of its good connections and easy access to open countryside and to London. It will continue to have a **strong sense of community** with an active network of volunteers. The town will be **proud of its history** and the legacy of fine historic buildings, spanning six centuries, that contribute to an attractive townscape in its leafy streets.*

*However, Sevenoaks will not be stuck in the past but firmly wedded to the future and the quality of life of its children and their children to come. As one of the UK's first **carbon zero** towns, Sevenoaks will be environmentally responsible and resource-efficient. Despite its undulating topography, walking and cycling will be the standard mode of travel with a network of **safe walking and cycling routes** that provide access to the towns **excellent schools** and to recreational and employment opportunities. New buildings in Sevenoaks will be built to the **highest environmental standards** and the town will celebrate its connection with the surrounding landscape that the views to the Kent Downs provide.*

*The town centre will continue to provide a **good mix of shops**, including many independent traders, and provide a **rich cultural offer** within an emerging cultural quarter and thriving markets. The centre will be easy to access and provides **attractive streets and spaces** for locals and visitors alike. Residents will live in a variety of homes set within well-kept neighbourhoods and also benefit from convenient neighbourhood centres at St John's, Tubbs Hill and Hollybush Lane.*

*Knole Park, Sevenoaks Wildlife Reserve, Greatness Lake and Recreation Ground will provide a **unique and rich natural environment** for both active sports and quiet contemplation, and the town is proud of its remarkable trees.*

*The town will be protective of its landscape assets but also recognises the need to plan for and deliver new homes and community facilities to provide for future generations. **Sevenoaks will celebrate its uniqueness, protect its special assets and plan for future prosperity!***

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME ONE: CHARACTER, HERITAGE & IDENTITY



HISTORY

EARLY DEVELOPMENT

- Sevenoaks dates back to the 13th century. The town grew in the 15th century when Knole House was built (an important local landmark).
- The structure of the town was well established by the 17th century.

19th CENTURY INDUSTRIALISATION

- In 1862, the first train station, Bat and Ball, opened in Sevenoaks. It was followed by Sevenoaks Station in 1868.
- The stations were located towards the north of the district and spurred a northward expansion of the town.

20th CENTURY EXPANSION

- The town continued to expand throughout the 20th century. However, the designation of the Green Belt and the presence of other important landscapes has limited the potential for further expansion of the town.

HERITAGE

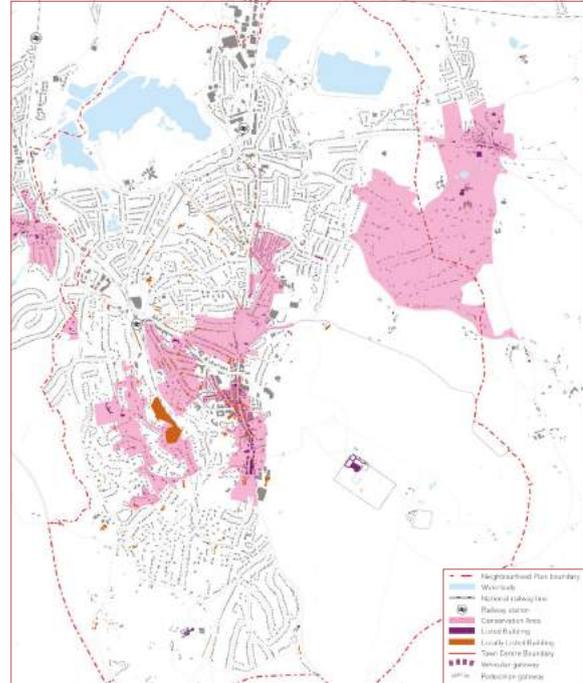
Sevenoaks' historic character has been mostly preserved to this day, and forms an important part of the town's identity.

It is also recognised by the District Council, with the designation of eight Conservation Areas within the Neighbourhood Plan area.

The majority of the town's listed buildings are located within these Conservation Areas.



Old Market House in the town centre



Conservation areas and listed buildings

OBJECTIVES, POLICIES & AIMS

OBJECTIVE ONE: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets

Policy C1

The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals

Aim C2

The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value

Policy C3

New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications in residential areas should contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD

Aim C4

The Town Council will establish a formal design review process that either utilises an existing panel or creates a new design review panel. When established, all major planning applications or proposals on sites within sensitive locations, will normally be required to be submitted to the panel for review early in the planning process

Aim C5

The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment



Post Office and BT Exchange in South Park

OBJECTIVE TWO: To protect views both to local landmarks and to the open countryside

Policy C6

Development in the town will be supported where it protects and enhances the setting of local landmarks

Policy C7

Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside



Knole House, Knole Park

OBJECTIVE THREE: To enhance the gateways / arrival points into the town to create a more welcoming impression

Policy C8

The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at:

- Sevenoaks station / Station Square;
- Otford Road;
- Seal Road;
- Tonbridge Road;
- Bradbourne Vale Road;
- Bat and Ball junction and station;
- The junction of Seal Road with Greatness Lane and Hospital Road;
- The Vine;
- London Road / High Street junction; and
- London Road / Pembroke Road junction.

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE



LANDSCAPE

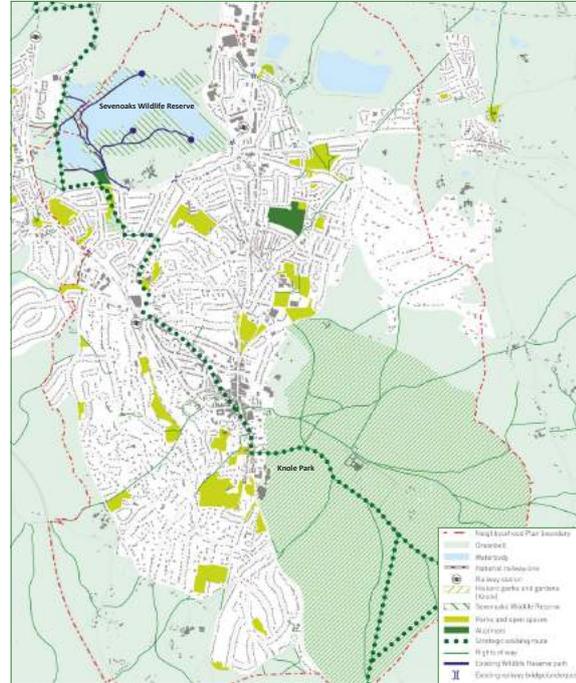
- Tradition has it that Sevenoaks is named after a group of oak trees on Tonbridge Road. The town also became famous when 6 of the 7 oak trees that existed on the Vine fell in the 1987 storm.
- Sevenoaks is surrounded by the Kent Downs Area of Outstanding Natural Beauty (AONB). The town's relationship with the countryside is an important part of its character.
- The town centre is located on elevated land, which means that views from the Kent Downs are experienced from various locations.
- Knole Park, and a number of other open spaces distributed across town make a significant contribution to the town's local character.
- The land around the town is designated as the Green Belt. This has resulted in the protection of the countryside from development and has also restricted opportunity for growth.
- Trees are a particular feature of Sevenoaks. It is most famed for its oak trees, but also has several other species and individual trees that are important for the town's character.
- North Sevenoaks provides a legacy of waterbodies and waterside habitats at the Sevenoaks Wildlife Reserve.



The Sevenoaks on Tonbridge Road



Sevenoaks Wildlife Reserve



Existing open spaces and landscape setting

OBJECTIVES, POLICIES & AIMS

OBJECTIVE FOUR: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity

Aim L1

The Town Council will identify areas where trees and hedgerows make a significant contribution to local character and biodiversity



Mature trees are an intrinsic part of Sevenoaks' character

Policy L2

Wherever possible, existing trees and hedgerows must be retained and protected as part of development proposals. Proposals to remove trees and hedgerows must be justified and any trees or hedgerows lost through development should be replaced. New tree and hedgerow provision should be of a species that is both suitable for the location and responds to the character and biodiversity of the site within which it is located



Waterloo Limes on Wildernes Avenue

OBJECTIVE FIVE: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

Policy L3

The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered as a precursor to any residential development on the site

Policy L6

The Town Council will support the provision of additional allotments in the town at Bradbourne Vale Road and will protect those on the Quaker's Hall Lane site

Aim L4

The Town Council will work with and support Kent Wildlife Trust to enhance access to the Sevenoaks Wildlife Reserve and improve 'on-site' facilities



Allotments are popular within the town

Aim L5

The Town Council will support improvement and restoration proposals for Bradbourne Lakes developed in consultation with the local community

Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME THREE: MOVEMENT & PUBLIC REALM



TRANSPORT & MOVEMENT

- Sevenoaks is well connected to the strategic road network and benefits from frequent rail services to London, Kent and Sussex.
- The town is served by a large number of bus routes; however most services are low frequency.

- It experiences traffic congestion in the peak hours on all three of the main approach routes into the town centre.
- Traffic passing through the town centre uses the historic streets. This undermines environmental quality and results in air pollution.

- The town is served by two railway stations at Bat and Ball and Sevenoaks. The station building at Bat and Ball has recently been sympathetically restored.

- Walking can be challenging due to topography, transport infrastructure, and narrow, incomplete or absent footways.

- There is very little provision for cyclists, either in terms of dedicated routes or cycle parking; however, a strategy for cyclists was adopted in 2012.



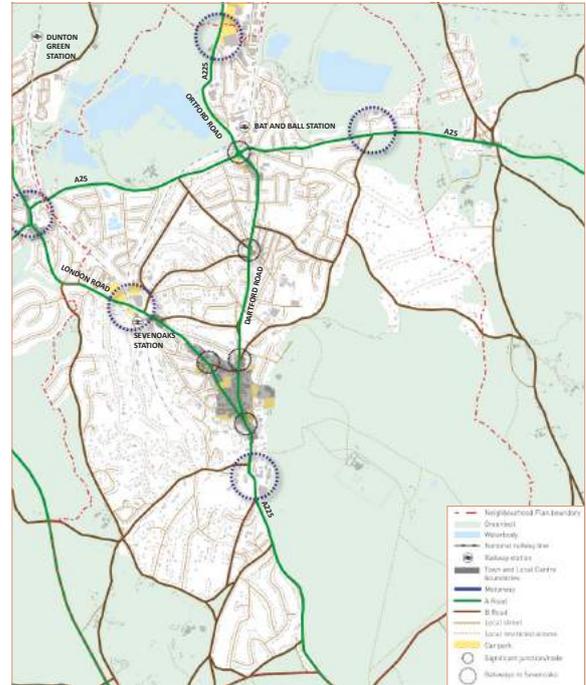
The recently refurbished Bat and Ball station



Poor streetscape outside Sevenoaks station



Narrow footways on Upper High Street



OBJECTIVES & POLICIES

OBJECTIVE SIX: To work with the District Council and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

OBJECTIVE SEVEN: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

Policy M9
The Neighbourhood Plan supports measures that will encourage a shift towards the use of greener modes of transport by businesses and residents



Potential to improve Sevenoaks bus station

OBJECTIVE EIGHT: To deliver public realm enhancements to improve the pedestrian experience in the town

Policy M1
The Neighbourhood Plan promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town

Policy M2
The Neighbourhood Plan supports the Sevenoaks District Cycling Strategy and provision of additional cycle facilities to support new development

Policy M3
The Neighbourhood Plan promotes the delivery of a new walking and cycling route that connects Bat and Ball/Otford Road with Dunton Green

Policy M4
The Neighbourhood Plan supports the introduction of a 20mph speed limit close to schools and in some residential areas

Policy M5
The Neighbourhood Plan supports proposals for improved pedestrian and cycle crossing facilities at major junctions across the town

Policy M6
The Town Council will progress proposals to refurbish Bat and Ball station and improve access to the station

Policy M7
The Neighbourhood Plan supports proposals to improve transport interchange facilities at Sevenoaks station

Policy M8
The Neighbourhood Plan supports enhancements to bus services and facilities to serve the town

Policy M10
The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town.

Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres.

The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a coordinated palette of materials and street furniture for the town and neighbourhood centres

Policy M11
The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian environment



Street clutter in the town impacts on the attractiveness of the town centre

Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME FOUR: LOCAL ECONOMY

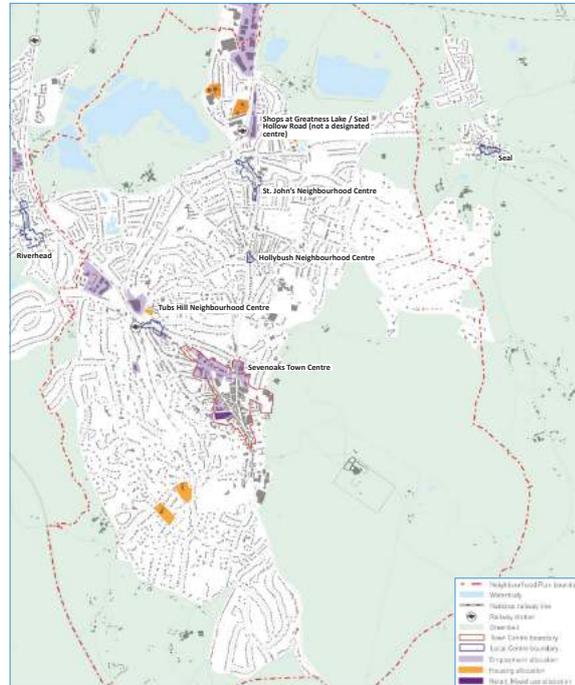


ECONOMY & DEMOGRAPHICS

- There are around 18,500 people living in the Neighbourhood Plan area.
- Approximately 61% of the Sevenoaks Neighbourhood Plan area population is of working age.
- There are currently around 17,800 jobs in the Neighbourhood Plan Area, accounting for a third of all jobs in the district.
- The area has seen significant employment growth in the last five years (double the level in rest of Kent and England). However, the growth in the number of businesses is below national average.
- Vacancy levels have decreased by two-thirds over the past six years and rental values increased by 32%. However, loss of office space has placed pressure on employment floorspace in some areas.
- The Sevenoaks district has low levels of unemployment.
- The town centre is the focal point for most of the town's shops, leisure and commercial uses.
- The town hosts a variety of national chain shops, restaurants and independent retailers and businesses.
- Sevenoaks is home to three markets. A 'charter' market in the High Street and a market in Blighs on Saturdays, and a general market on Buckhurst Lane every Wednesday.
- There are three neighbourhood centres within the Plan area; they are home to a variety of local shops and businesses.



Contemporary office development in the town centre, off London Road



Employment areas

OBJECTIVES, POLICIES & AIMS

OBJECTIVE NINE: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

Policy E1

Support will be given to the provision of sites for start-up business space across the town. Preferred locations include:

- Allocated mixed-use and employment sites;
- The town centre;
- Neighbourhood centres; and
- Regeneration areas — such as at Bat and Ball.

Aim E2

The Town Council will work with local providers, businesses and the District Council to develop a tourism strategy for the town to promote the visitor economy

Policy E3

Proposals for increased parking provision will be supported when it can be proven that it is required to support the economic development of a local area. A preference will be for the intensification and improvement of existing car park sites over the development of new car parks. Any new car parks should be designed to the highest quality. New car parks should not be located where they will bring more traffic into residential areas or conflict with key pedestrian and cycle routes



Shopfront improvements can provide an economic boost to local centres

OBJECTIVE TEN: To consolidate and enhance both the town centre and secondary shopping areas

Policy E4

Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer



Attractive pedestrian environment at Bligh's Meadow

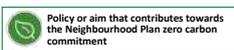
Policy E5

Support will be given to spatial strategies and development proposals that enhance the function, accessibility and appearance of neighbourhood centres such as:

- Northern St John's;
- Southern St John's (Hollybush Parade); and
- Tubs Hill Parade.



The Sevenoaks is home to many independent retailers



SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME FIVE: COMMUNITY & CULTURE



COMMUNITY INFRASTRUCTURE

- Sevenoaks is well served by community infrastructure and arts and cultural facilities.
- Most of the town's cultural attractions are located in the town centre, including The Stag Theatre and cinema, the library and museum, and several small private galleries.
- There are primary and secondary schools located throughout the town.
- Trinity School and Weald Grammar School have increased the number of school children - a number set to increase again.
- This will bring new facilities to the town, but also increase pressure on the town's road, cycle and walking network. So, delivering safe routes to schools that offer alternatives to vehicle modes is becoming increasingly important.
- The Town Council is currently progressing construction of a new Bat and Ball community centre. This will include a large event space, small hall, meeting room, kitchen area and

public toilets. The Town Council has also recently refurbished Bat and Ball station.

- Sevenoaks Hospital is located close to Bat and Ball station.



Stag theatre on London Road



The recently refurbished Bat and Ball station

OBJECTIVES, POLICIES & AIMS

OBJECTIVE ELEVEN: To deliver enhanced community assets for the town

Policy COM1

Proposals for a new Community Centre at Bat and Ball will be progressed by the Town Council



Community centre

Policy COM2

Promote new health and education provision, faith facilities and other necessary community infrastructure as an integral part of new development



New development must deliver new health and education provision

OBJECTIVE TWELVE: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets

Policy COM3

The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy

Aim COM4

The Town Council will support the development of a new amphitheatre at Knole Environmental Park

THEME SIX: SPORTS & RECREATION



SPORTS & RECREATION

- Sevenoaks is well served by sport and recreational facilities. There are two significant sports 'clusters' in the town:
 - A cluster to the north-east of the town centre around The Vine / Hollybush Recreation Ground / Knole Paddock and the leisure centre.
 - A cluster to the north of Bradbourne Vale Road including Greatness Recreation Ground and the Community Centre adjacent to Bat and Ball station.
- Sports and recreational facilities within some schools (eg. Sevenoaks School and Walthamstow Hall School) are also available to hire for sports and cultural activities.



Greatness Recreation Ground

OBJECTIVES & POLICIES

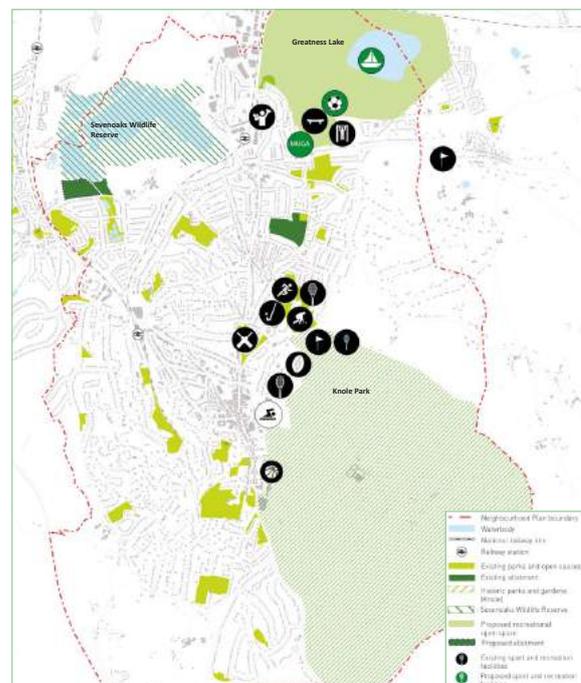
OBJECTIVE THIRTEEN: To deliver enhanced recreational and sports facilities for the town

Policy S1

The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.

All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.

The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy



Sports and recreation facilities (existing and proposed)

Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME SEVEN: DEVELOPMENT & HOUSING



HIGH QUALITY SUSTAINABLE DEVELOPMENT

An important purpose of the Neighbourhood Plan is to positively plan for new development.

In November 2016 the Town Council commissioned the Northern Sevenoaks masterplan. This identified a number of sites within Northern Sevenoaks where new homes could be delivered whilst also bringing wider economic benefits and leisure opportunities, including a new open space at Greatness Lake.

The Neighbourhood Plan promotes development at thirteen sustainable sites across the town.

The increasing realisation of the climate emergency means that the government has recently committed to reaching net zero carbon emissions by 2050.

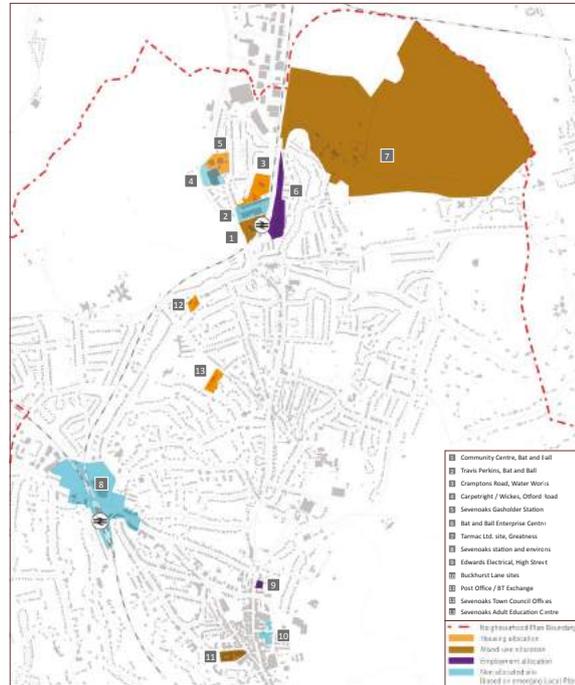
Investing in and implementing sustainable design practices will help to work towards climate mitigation whilst creating healthier communities.

The Neighbourhood Plan promotes and encourages more sustainable practices both for new development and to improve the energy efficiency of existing properties.



Northern Sevenoaks Masterplan

PROPOSED DEVELOPMENT SITES



Proposed development sites

OBJECTIVES & POLICIES

OBJECTIVE FOURTEEN: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

Policy D1

Development to be promoted on sustainable sites. Sites include:

- Community Centre, Bat and Ball;
- Travis Perkins, Bat and Ball;
- Cramptons Road, Water Works;
- Carpentry / Wickes, Otford Road;
- Sevenoaks Gasholder Station;
- Bat and Ball Enterprise Centre;
- Tarmac Ltd. site, Greatness;
- Sevenoaks station and surrounding area;
- Edwards Electrical, High Street;
- Buckhurst Lane sites;
- Post Office / BT Exchange;
- Town Council offices, Bradbourne Vale Road; and
- Adult Education site, Bradbourne Road.

Development on these sites will follow the urban design principles set out in this Neighbourhood Plan. Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life.

Policy D2

Development proposals that fall within the Northern Sevenoaks Masterplan study area boundary will follow the development principles set out in the Northern Sevenoaks Masterplan.



Tarmac Ltd. site, Greatness

OBJECTIVE FIFTEEN: To deliver a range of new homes to meet local needs

Policy D3

All residential development proposals must provide a range of homes to meet local needs. Affordable housing provision will be required as part of all eligible developments

Policy D4

The development of on-site key worker housing will be supported as part of larger infrastructure developments where applicants can demonstrate need, and subject to a condition preventing sale or rent on the open market



A range of homes should be provided in Sevenoaks to meet local needs

OBJECTIVE SIXTEEN: To provide homes that are energy efficient and minimise environmental impact

Policy D5

The Neighbourhood Plan promotes the delivery of new homes that are energy efficient, that are constructed using materials that reduce the impact on the environment and that are designed to maximise daylight and sun penetration whilst also avoiding overheating

Policy D6

The Neighbourhood Plan promotes the retrofitting of existing homes to increase their energy efficiency



Bio-diverse green roof

Policy or aim that contributes towards the Neighbourhood Plan zero carbon commitment

SEVENOAKS TOWN NEIGHBOURHOOD PLAN 2020 - 2038

THEME SEVEN: DEVELOPMENT & HOUSING



PROPOSED DEVELOPMENT SITES

1 SEVENOAKS COMMUNITY CENTRE

LOCATION: OTFORD ROAD



POTENTIAL OPPORTUNITY:

Re-provision of community centre and children's nursery and potential opportunity for additional office and up to 25 residential apartments.

2 TRAVIS PERKINS, BAT AND BALL

SEVENOAKS BUSINESS CENTRE



POTENTIAL OPPORTUNITY:

Longer term opportunity for mixed use development providing office and residential uses (up to 127 residential apartments) with light industrial uses relocated northwards to Vestry Industrial Estate.

3 CRAMPTONS ROAD WATER WORKS

CRAMPTONS ROAD



POTENTIAL OPPORTUNITY:

Residential development providing a mix of houses and apartments (up to 126 dwellings). With its proximity to shops and facilities it could be a suitable site for a co-housing project.

4 CARPETRIGHT / WICKES

OTFORD ROAD



POTENTIAL OPPORTUNITY:

Residential development providing a mix of houses and apartments, (up to 85 dwellings), and creating a positive frontage to Otford Road and Cramptons Road.

5 SEVENOAKS GASHOLDER STATION

CRAMPTONS ROAD



POTENTIAL OPPORTUNITY:

Residential development providing a mix of houses and apartments, (up to 73 dwellings), and creating a positive frontage to Otford Road and Cramptons Road.

6 BAT AND BALL ENTERPRISE CENTRE

BAT AND BALL ROAD



POTENTIAL OPPORTUNITY:

Longer term opportunity to change area around the station to mixed-use with the addition of residential development (up to 90 apartments) over ground floor employment uses and improved pedestrian access to Greatness.

7 TARMAC LTD. SITE, GREATNESS

ACCESSED OFF BAT AND BALL ROAD



POTENTIAL OPPORTUNITY:

Potential to deliver a mix of new homes (approximately 600) together with community uses and a significant open space resource for North Sevenoaks. Development is likely to be phased as gravel extraction progresses.

8 SEVENOAKS STATION & SURROUNDINGS

LONDON ROAD



POTENTIAL OPPORTUNITY:

Significant opportunity to transform the sense of arrival into Sevenoaks and establish a new urban quarter for the town. Potential for compact mixed-use residential-led development together with retail, food and drink, office and petrol station.

9 FORMER EDWARDS ELECTRICAL

166 HIGH STREET

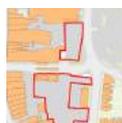


POTENTIAL OPPORTUNITY:

Provision of development that consolidates the street frontage and provides active ground floor uses (office or food and drink use) onto the High Street together with residential uses (approx. 12 dwellings as a mix of apartments and mews houses).

10 BUCKHURST LANE SITES

SEVENOAKS TOWN CENTRE



POTENTIAL OPPORTUNITY:

Mixed-use development providing a positive frontage to Suffolk Way and Buckhurst Lane. Potential for ground floor workspace, an indoor market and residential apartments (approx. 12 to the northern site and 35 to the southern).

11 POST OFFICE / BT EXCHANGE

SOUTH PARK



POTENTIAL OPPORTUNITY:

Mixed-use development opportunity that could deliver a new public space and arts provision at the junction of South Park with London Road, animated by ground floor retail and food and drink uses together with up to 90 residential apartments.

12 SEVENOAKS TOWN COUNCIL OFFICES

BRADBOURNE VALE ROAD



POTENTIAL OPPORTUNITY:

Redevelopment for residential use (up to 32 apartments) that provide a frontage to Bradbourne Vale Road.

13 SEVENOAKS ADULT EDUCATION CENTRE

BRADBOURNE ROAD



POTENTIAL OPPORTUNITY:

Sensitive refurbishment of the existing college building for residential use together with a new-build residential annex to the south (approx. 19 apartments).

NOTE: All proposals for residential development must deliver the amount of affordable housing required by Sevenoaks District Council policy.

WHAT HAPPENS NEXT?

Public Consultation
31st January to
13th March, 2020

Town Council reviews
responses and amends
Plan if necessary

Updated Plan submitted
to Sevenoaks District
Council

All Neighbourhood Plans must pass a public referendum and all households within the Neighbourhood Plan area will have the chance to vote on the Plan. Sevenoaks District Council will be responsible for publicising the Plan, arranging for an independent examination and carrying out the referendum. If the Plan is supported it will then be adopted by the District Council as a planning document.

TELL US WHAT YOU THINK

Please take time to review the ideas on these boards and let us know what you think by completing the questionnaire which is available online at: <https://sevenoaksndp.wordpress.com>

You may also wish to refer to the Consultation Draft Neighbourhood Plan, which is also available to view at: <https://sevenoaksndp.wordpress.com>

Alternatively you can complete a paper copy of the questionnaire and place the form in the comments box or return by post or in person to:

FREEPOST RTHK-RSKY-SSXS
Sevenoaks Town Council
Bradbourne Vale Road
Sevenoaks TN13 3QG

LIST OF RESIDENTS ASSOCIATIONS AND STAKEHOLDERS REGISTERING AN INTEREST IN THE NEIGHBOURHOOD PLAN

RESIDENTS ASSOCIATIONS

- Acorn Residents Association
- Baden Powell Road Residents Association
- Bradbourne Lakes RA
- Bradbourne Park Residents Association
- Bradbourne Vale Residents' Association
- Buckhurst RA
- Bullfinch Lane Residents Association
- Downsview Kemsing Residents Association
- The Drive Residents Association
- Grange Residents Association
- Grange Road Residents Association
- Greatness Residents' Association
- Granville Road & Eardley Road Residents Association
- Hartslands Group
- Heathfield Road Residents Association
- Hillingdon Residents Association
- Hitchen Hatch Lane Residents' Association
- Homefield Road Residents Association
- Hollybush Residents Association
- Hopgarden Lane
- Kippington Residents Association
- Knole Paddock residents Association
- Lakeside Place Residents Association
- Linden Chase Residents Association
- Lyle Park Residents' Association
- Montreal Park Residents Association
- Montreal Road Residents Association
- Packhorse Road Residents' Association
- Parkfield Road Residents Association
- Pounsley Road Residents Association
- Oakhill Road Residents Association
- Quakers Hall Lane Residents Association
- Quarry Hill Resident's Association
- Redland Road Residents' Association
- St. Botolphs Rd Residents Association
- St John's Residents Association
- Tubs Hill Parade Residents Association
- White Hart Estates RA
- White Hart Wood Residents Association
- Wickhurst Residents Association
- Wildernesse Estate Resident's Association
- Wood Drive Residents Association
- Woodland Rise Residents Associations

OTHER STAKEHOLDERS WITH A REGISTERED INTEREST

- Adams Hendry Consulting Ltd
- BACA Architects
- CAMRA
- CPRE Protect Kent
- Fusion Online Ltd
- Kent Police
- Kent Wildlife Trust
- GVA
- Lamberts Solicitors
- Mobile Operators Association
- Montagu Evans LLP
- The National Trust
- Phase 2 Planning & Development Ltd
- Phillips
- Julian Scott, Sound Engineer
- Sevenoaks Allotment Holders
- Sevenoaks Conservation Council
- Sevenoaks and District Chamber of Commerce
- Sevenoaks Friends of the Earth
- Sevenoaks School Foundation
- The Sevenoaks Society
- Sevenoaks Town Juniors
- Shoreham Parish Council
- Tarmac Ltd.
- Tonbridge & Malling Borough Council
- Barry Vanns Associates Ltd



APPENDIX H:

REGULATION 14 CONSULTATION

MARCH TO MAY 2020

RESPONSES



Appendix H includes:

1) Written responses from the following statutory consultees:

- The Environment Agency;
- Highways England;
- Historic England;
- Kent County Council in respect of Public Rights of Way;
- Kent County Council in respect of Flood and Water Management;
- Kent Downs Area of Outstanding Natural Beauty (AONB);
- Marine Management Organisation;
- Natural England;
- Network Rail; and
- Sevenoaks District Council.

2) Responses received from the following organisations:

- The National Trust;
- Seal Parish Council;
- Sevenoaks Society; and
- Tarmac.

3) Consultation responses recorded through Survey Monkey

Sevenoaks District Council
Council Offices Argyle Road
Sevenoaks
Kent
TN13 1HG

Our ref: KT/2006/000340/OR-
15/PO1-L01
Your ref:
Date: 09 March 2020

Dear Imogen Parkin

Sevenoaks Town Council Neighborhood Development Plan

Thank you for consulting us on the above Neighborhood Development Plan.

We always recommend an objective is included to protect and enhance the environment. Indicators should relate to the environmental constraints in your local area. This may include flood risk, water quality, biodiversity.

Together with Natural England, English Heritage and Forestry Commission we have published joint advice on neighbourhood planning which sets out sources of environmental information and ideas on incorporating the environment into plans. There is a useful check list in the document "Neighbourhood planning for the environment".

We also recommend that the plan takes account of relevant Sevenoaks Borough Council's policies, plans and strategies including SBC's Strategic Flood Risk Assessment, flood risk strategies (<https://www.gov.uk/government/collections/flood-risk-management-current-schemes-and-strategies>), and the South East River Basin Management Plan (<https://www.gov.uk/government/publications/south-east-river-basin-management-plan>)

Please don't hesitate to contact us if you need any further information.

Yours faithfully

Ms Sara Gomes
Planning advisor

Direct dial 020 8474 8283

Direct e-mail kslplanning@environment-agency.gov.uk

Environment Agency

Orchard House Endeavour Park, London Road, Addington, West Malling, Kent, ME19 5SH

Customer services line: 03708 506 506

Email: enquiries@environment-agency.gov.uk

www.gov.uk/environment-agency



Subject: 9664 Sevenoaks Town Council Draft Neighbourhood Development Plan
Date: Thursday, 12 March 2020 at 10:33:22 Greenwich Mean Time
From: Archer, Heather
To: Sevenoaks Town Planning
Attachments: image001.png

For the attention of: Imogen Parkin

Consultation: Sevenoaks Town Council Draft Neighbourhood Development Plan

Highways England Ref: #9664

Dear Imogen Parkin,

Thank you for your email of 10 February 2020 inviting Highways England to comment on the above consultation and indicating that a response was required by 13 March 2020.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and, as such, Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M25, the M26 and the A21.

Having examined the Sevenoaks Town Council Draft Neighbourhood Development Plan documents, we are satisfied that its policies will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF para 109). Based on this, Highways England does not offer any comments on the consultation at this time.

Thank you again for consulting with Highways England. We look forward to future consultation via our inbox: planningse@highwaysengland.co.uk.

Regards,

Heather

Heather Archer, Assistant Spatial Planner

Highways England | 1st Floor, Bridge House | Walnut Tree Close | Guildford | GU1 4LZ
+44 (0) 300 470 1019

Web: <http://www.highwaysengland.co.uk>

Highways England Company Limited | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ | Registered in England and Wales No. 9346363

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this

email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

You may have provided Sevenoaks Town Council and associated companies with some personal data relating to you. Under the General Data Protection Regulations, we as the data controller in respect of that personal data are required to provide you with a set of specific information about how we will use, hold and retain this data as well as making you aware of various rights that you have. For more information please view our full Privacy Notice: https://www.sevenoakstown.gov.uk/_UserFiles/Files/GDPR/Privacy%20Notice.pdf



Historic England

Ms. Imogen Parkin
Planning Committee Clerk
Sevenoaks Town Council
Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent TN13 3QG

Our ref: PL00684346

30th March 2020

RE: Sevenoaks Town Draft Neighbourhood Development Plan Consultation

Dear Ms. Parkin,

Thank you for consulting Historic England on the draft Sevenoaks Town Neighbourhood Development Plan. Historic England are the government's advisors on planning for the historic environment, including the conservation of heritage assets and the championing of good design in historic areas. As such, we have limited our comments to those areas of the plan that relate to our interests.

Overall we are impressed with the clarity of the plan and are encouraged by the placing of heritage and the historic environment at its forefront. There is clear consideration of designated heritage assets (Policy C1), as well as policies built upon evidence bases including local lists, conservation area appraisals, character statements and supplementary planning documents such as the Sevenoaks Residential Character Assessment, with aims to further enhance historic environment resources (Aim C2, Aim C4).

We welcome paragraph 2.2 and Appendix A on the historic development of Sevenoaks Town. Throughout the Plan, we would encourage the inclusion of the Grade at which an asset is listed, such as Grade I listed Knole, to reflect the national importance of many of the buildings within Sevenoaks. The Plan area includes 2 Grade I listed buildings, 12 Grade II* listed buildings, 178 Grade II listed buildings, 1 scheduled monument, and Knole is a Grade I Registered Park & Garden.

There are no buildings within the Plan boundary on the Historic England Heritage at Risk Register. However, the Register does not at present include Grade II listed buildings outside London. A community project to undertaking a survey of the condition of Grade II buildings within the Plan area could be undertaken to add to the evidence base for the Plan.

National Planning Practice Guidance (NPPG) states that *it is beneficial for any designated and non-designated heritage assets within the plan area to be clearly identified at the start of the plan-making process so they can be appropriately taken into account*. Aside from the listed and local listed assets identified in Figure A2, The Plan would benefit from reference to non-designated archaeology and resources such as the Kent Historic Environment Record.



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





We have the following comments to submit regarding specific policies and aims within the plan.

Policy C1: *The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals.*

We are happy to support a positive policy approach for the enhancement of heritage assets. We recommend the wording of the policy be amended to more closely reflect the historic environment requirements set out in the National Planning Policy Framework (NPPF) paragraphs 185a and 189. As per the NPPF, 'significance' is the term used for what is important or valued about a heritage asset. Accordingly, 'positively impacts on a heritage asset or its setting' could be amended to 'sustain, or where practicable, enhances the significance of a heritage asset, or the contribution made by its setting'.

While all eight of the Conservation Area Appraisals covered by the Plan are nearing or over ten years old, we note that Sevenoaks District Council's Proposed Submission Version (2019) of the Sevenoaks District Local Plan 2015 – 2035 includes reviewing all Appraisals during the plan period as a key performance indicator for the historic environment. It would be a positive addition to include in the supporting text how the Town Council and the local community may be involved in the update of Conservation Area Appraisals, if applicable. Guidance on community and owner consultation and involvement can be found in our *Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management*.

The recently prepared appraisal for Seal, although outside this Plan's boundary, is particularly user friendly through its separation of appraisal from specific design guidance. Current appraisals contain a mixed level of general and specific design guidance per area. New development is an opportunity for the enhancement of Conservation Areas, as per NPPF paragraph 200. You therefore should consider amending the policy to: 'New development must be designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account the findings of relevant Conservation Area Appraisals and design guidance'.

Policy C3: *New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications in residential areas should contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD.*

We support this policy but recommend removing the word 'brief': the statement should depend on the scale of development and might be a longer statement when a Design and Access Statement is needed. Our *Historic England Advice Note 12: Statements of Heritage Significance* contains advice on how applicants for heritage and other consents can understand and describe proposals for change to heritage assets.





Policy C6: Development in the town will be supported where it protects and enhances the setting of local landmarks

We support this policy to protect the setting of 5 important listed and local-listed buildings, but feel that the supporting text for this section should make clear how these landmarks were identified. Ideally, an appendix to this policy should evidence the assessment process, including an identification of the contribution of setting to the significance of these buildings. It would be useful to identify their level of statutory protection:

- St John's (local listed);
- Bandstand (local listed);
- Old Market Hall (Grade II listed building);
- St Nicholas Church Tower (Grade II* listed building);
- Knole House (Grade I listed building) within Knole Park (GI Registered Park and Garden).

Policy C7: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside.

We note the policy focuses on the open countryside surrounding the town as designated as AONB and Green Belt. If there are specific views to and from the countryside from specific buildings or areas, you may consider expanding this policy by identifying and including a list of specific protected views. Further guidance on the identification of setting and views can be found in our *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*.

Policy C8: The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at [10 sites].

We believe there is opportunity within this policy to further articulate the importance of heritage assets in the enhancement of the suggested 'gateways and arrival points'. Although not applicable to all sites, three in particular are areas of high historical significance: Arrival Points 4 (London Road/Pembroke Road), 5 (Bradbourne Vale Road), and 10 (London Road/High Street Junction). Enhancement of these sites should depend on their local character, as informed in part by their high concentration of listed buildings. Accordingly, you should consider adding 'respond to local character' and 'conserving and where possible, enhancing heritage assets and their settings' to the policy.

Policy M10: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations.

We support the intent of the policy but feel there is scope to further articulate the benefit to the historic environment within this policy, as per the NPPF's support for



proposals that preserve those elements of setting that make a positive contribution to a heritage asset (paragraph 200), and the protection of curtilage listed features such as railings.

Guidance such as Conservation Area Appraisals and character assessments should be used in public realm development. The opportunity to enhance or sustain the historic environment should be considered so far as is acceptable to ensure the environment promotes equality of access for all users.

Policy E4: *Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer.*

It is worth noting the presence of markets in Sevenoaks since the 13th Century in the supporting text. The Sevenoaks – High Street Conservation Area Appraisal notes that the markets are a source of local pride and identity. The conservation of an element of the environment that makes a positive contribution to the significance of a designated heritage asset such as a Conservation Area, including its use, carries great weight in planning decisions.

Policy D1: *Development to be promoted on sustainable sites.*

The historic environment is considered a 'Constraint' for sites where it is applicable. We do not believe this fulfils National Planning Policy Framework requirements for a positive strategy for the historic environment which takes into account the desirability and wider benefits the historic environment can bring (paragraph 185).

Heritage assets, including as conservation areas, listed and locally listed buildings and their settings should be clearly considered and articulated for each site. The Opportunity/Urban Design Principles section should be expanded to make reference to the desirability of sustaining and enhancing the historic environment as per the NPPF, and to specific resources such as such as Conservation Area Appraisals and design guidance in order to fulfil this plan's own 'Objective 1': *to respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets.*

As per our comment for Policy C6, we would welcome further information to the assessment process and how the sites were chosen, including consideration of potential impacts identified and measures identified as necessary to avoid or minimise harm to their conservation.

While not all sites will have substantial impact on heritage assets and the historic environment, we note the following sites that are worthy of further comment:

Site 9 – 166 High Street: The site's adjacency to the Conservation Area should be considered. How might development here affect the character or appearance of the



Conservation Area and what measures may be necessary to sustain or potentially enhance its character?

Site 10 – Brockhurst Lane Sites: This site's adjacency to the Conservation Area should also be considered. How should development here be informed by the need to sustain or enhance the setting of nearby listed buildings?

Site 11 – Post Office/BT Exchange: Appendix A identifies the site as within 'Character Area 2' and identifies historical detail which we would welcome within the 'Opportunity/Urban Design Principle section. There is opportunity here for the enhancement of the Conservation Area. The Appraisal notes that this was formerly the site of the Royal Crown Hotel which was demolished in the 1930s and that other buildings on this side of the road are 'classically styled and detailed' (p.27). You might consider ways to enhance the Conservation Area by re-establishing the primacy of London Road and its historical alignment of buildings, or to set back frontage to provide a small area of public green space to enhance the poor quality public realm identified as a key issue in the Appraisal.

Finally, we would like to stress that this advice is based on the information provided in your correspondence of February 2020. To avoid any doubt, this does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed neighbourhood plan, where we consider these would have an adverse effect on the historic environment.

We hope these comments are of assistance and would be pleased to answer any queries relating to them or to provide further information if required.

Yours sincerely

Ben Lewis
Business Officer
Email: ben.lewis@historicengland.org.uk

Checked by: Rob Lloyd-Sweet
Historic Places Adviser
Email: robert.lloydsweet@historicengland.org.uk



Growth, Environment & Transport

Public Rights of Way & Access Service

West Kent PROW
8 Abbey Wood Road
Kings Hill
West Malling, ME19 4YT

Web site: www.kent.gov.uk
Phone: 03000 41 40 89
Ask for: Nicky Biddall
Email: nicky.biddall@kent.gov.uk
Your Ref:
Our Ref: PROWAS/NJB/21/STNP
Date: 9th February 2021

Imogen Parkin
Planning Committee Clerk
Sevenoaks Town Council Offices
Bradbourne Vale Road,
Sevenoaks,
TN13 3QG

By E-mail

Dear Ms Parkin,

Sevenoaks Town Neighbourhood Plan (2020 – 2038) Consultation

Thank you for the opportunity to comment on the proposed Sevenoaks Town Neighbourhood Plan 2020- 2038 Consultation Draft January 2020.

As a general statement, KCC's Public Rights of Way (PRoW) and Access Service is keen to ensure that their interests are represented within the local policy frameworks of the Parishes/Towns in Kent. The team is committed to working in partnership with Parish/Town Councils to achieve the aims contained within the Kent County Council Rights of Way Improvement Plan (ROWIP). This can be viewed online at

https://www.kent.gov.uk/data/assets/pdf_file/0005/90491/Rights-of-Way-Improvement-Plan-2018-2028.pdf

Although largely supported, the proposed plan makes no reference to the County Council's ROWIP. The Service strongly urges the Town Council to ensure that reference to the ROWIP is included. This will enable successful joint partnership working to continue, which can support the delivery of improvements to the PRoW network. (See **ROWIP** key theme: Evolution of the network - EN04 and Rights with responsibilities - RR01 and Efficient delivery - ED02) Joint delivery of the strategic plan will ensure significant benefits, while its omission could result in a loss of access to funding opportunities - ED07.

Vision for Sevenoaks for 2038 (Page 7, page 33)

Comment: 'Despite its undulating topography, walking and cycling are the standard mode of travel with a network of safe walking and cycling routes that

kent.gov.uk

provide access to the town's excellent schools and to recreational and employment opportunities.'

The inclusion of the PRoW network within the vision is to be welcomed.

2.2 A Brief Portrait of the town (Page 25)

Figure 2.2: Open spaces and landscape setting

Map Omission: Figure 2.2 is intended to show the existing rights of way network across the town, but there are two recorded PRoW missing from the map (Public Footpaths SU50 and SU51). It is requested that this map is revised to highlight all the PRoW that are recorded in the town on the Definitive Map, as this would illustrate the existing access resource available.

There is also no indication of the status of these rights of way.

Theme Two: Landscape and Green Infrastructure (Page 11, page 47)

Policy L3 Omission: No mention is made of the contribution of PRoW to the green infrastructure which often connect publicly accessible open spaces. The **ROWIP** has an objective (EN02) of improving green infrastructure.

Comment: The Public Footpath running south to north through the Tarmac site is SU3. New access routes for the returned land are already illustrated in the planning documents.

Comment: There is presently no connection from SU1, that runs from south to north to the west of the Sevenoaks Wildlife Reserve to the paths inside the Reserve.

Map Omission: Figure 4.4: Proposed landscape and infrastructure enhancements and new connections does not show the status of the proposed cycle and pedestrian routes. Shared routes would need to connect into the carriageway network to allow onward travel by bicycle not into existing public footpaths.

Theme Three: Movement and Public Realm (Page 11, page 26, page 50, page 51)

Comment: The Plan does state that, 'There is..... a wide network of walking routes and public rights of way that link Sevenoaks to the countryside that surrounds it and the plan seeks to promote walking and cycling and supports initiatives that remove barriers to pedestrian and cycle movement across the town by enhancing safety and security on existing routes with improved surfacing, lighting and crossings and provide new routes where they will close gaps in the existing network'

The Plan suggests that 'the Town Council will work with the District Council to encourage increased provision for cyclists. 'They will also need to work with Kent County Council PRoW and Access Service and Kent Highways and

Transportation to upgrade the status of public footpaths or convert them to cycleways and progress the delivery of cycle routes in the town.

Policies M1, M2 & M3 Omission: Objectives Six and Seven:

There is encouragement of sustainable transport modes, including cycling and walking, but no reference to the ROWIP. One of the **ROWIP**'s key themes is evolution of the network to achieve the objective of a modal shift to cycling and walking to reduce road air pollution (EN01). There is very little provision for cyclists within Sevenoaks, either in terms of dedicated routes or cycle parking'.

There are 32.693 kilometres of public rights of way in the Sevenoaks Town area. 31.074 km of those, or 96.2%, are public footpaths. Only 4.3%, that is 1.196 km, are bridleways along which it is permissible to ride a bicycle and 0.8% are byways (but there is a permanent traffic regulation order preventing these being used by mechanically propelled vehicles). There is thus little opportunity (on only 5.1% of the network) for cycling on the present rights of way network.

Providing high quality routes for cyclists would encourage more people to use this sustainable mode of travel, bringing health benefits to the local community and helping to address vehicle congestion on the road network, by providing realistic alternatives to short distance car journeys. Support in gaining Section 106 and other monies to improve the PRow network is necessary to achieve this. It is also vital that the Sevenoaks District Cycling Strategy from 2012 is updated and implemented.

The **ROWIP** objective (AL03) of tackling deprivation and disadvantage can be achieved by the targeted provision of cycle routes and safe walk to school routes and safe travel initiatives (EN03) along with a better network for leisure and daily use (MN01) ,The **ROWIP** key theme of Efficient delivery has the objective of using the PRow network links to encourage sustainable travel (ED05)

Comment: Regarding the aspiration of provision of a cycle route connecting Bat and Ball and Dunton Green. Community engagement during the development of this neighbourhood plan identified strong public support for establishing new links between different parts of the town. While the County Council may have powers available to create new path links, the support of the Town Council and landowners will be required to successfully deliver these aspirations. The PRow and Access Service would welcome future engagement with the Town Council, developers and Sevenoaks District Council to consider the delivery of these improvement schemes and potential sources of funding. Consideration will also need to be given to the future status of these proposed routes, the legal process required to establish these paths and the responsibility for their management.

Map Omission: Figure A11: Walking routes (Page 99) There are two recorded PRow missing from the map: Public Footpaths SU50 and SU51. It is

requested that this map is revised to highlight all the PRoW that are recorded in the town on the Definitive Map, as this would illustrate the existing access resource available. Also, the status of routes is not detailed so the existence of the three bridleways and a byway is unclear.

Map Comment: Figure A12: Cycle provision (Page 101) While the County Council may have powers available to create new path links, upgrade the existing status of routes and convert paths to cycle tracks, the support of the Town Council and landowners will be required to successfully deliver these aspirations within the budget and staffing levels available and according to service priorities.

Comment: No date is given for the Sevenoaks Integrated Transport Strategy (Page 123- 148)

Theme Six: Sports and Recreation (Page 13, page 62)

Policy Omission: Whilst consultation for the Sports Strategy involved running groups who use the PRoW network no mention of this is given in the policy S1. There is mention of the PRoW network including strategic walking routes, the Darent Valley Path and the Greensand Way (page 116), which is free at the point of use and accessible 24/7, to contribute to recreation and leisure and increased mental and physical well-being. The **ROWIP** key theme of Active Lifestyles (AL01) seeks to increase health and wellbeing benefits and address health inequalities through active travel and recreational activity. Walking for Health walks can lead to improvements in health and active travel can aid reduction in air pollution levels, through changes in transport modes. (AL02)

Theme Seven: Development and Housing (Page 13, page 64, page 73)

Policy Omission: No mention of PRoW use to help minimise environmental impact, support sustainable life styles, encourage an active travel neighbourhood and help towards reaching the town's zero carbon commitment. **ROWIP** key theme: Evolution of the network (EN06) Environmental impact and mitigation.

Comment: There should be a requirement for development proposals to include a PRoW masterplan. This plan should demonstrate how existing paths will be successfully integrated within new development sites and clarify intentions for accommodating, diverting or enhancing paths. The policy should clearly state that planning applications that would adversely affect the existing PRoW network will not be permitted.

Comment: A growing population arising from the new developments will increase the importance and use of the PRoW network, so it is critical that some wording is included within this section that can help secure funding to preserve highly regarded PRoW links and ensure they are not degraded.

Comment: Development provides opportunities to create new links and enhance existing routes, which can encourage active travel and improve opportunities for outdoor recreation. The policy should clearly state that new developments will provide sustainable transport choices, with walking and cycling routes available that provide realistic alternatives to short distance car journeys. Community facilities should be easily accessible, so that residents and visitors are not dependant on private vehicle use for travelling across the town.

Comment: It is requested that developers engage with the KCC PRow and Access Service at the earliest opportunity in the planning process. Early engagement would enable PRow officers to address issues with development proposals, highlight opportunities for enhancing accessibility and clarify the process for making changes to the existing PRow network (if necessary) to enable the development to proceed.

Comment: Development provides opportunities to secure investment in the PRow network, which can enhance opportunities for active travel and outdoor recreation across the town. Developer contributions, such as Section 106 agreements, should therefore be sought to upgrade existing routes, provide new off-road cycling opportunities and create attractive walking links. The PRow and Access Service would welcome future engagement with the Town Council to consider local aspirations for these access improvements, which could be delivered through the CIL (Community Infrastructure Levy).

Proposed Development sites:

It may be useful for the PRow network to be shown on these plans to give an idea of the pedestrian links available as well as footways.

Map Comment: 4. Carpetright/Wickes(Page 67) and 5.Sevenoaks Gasholder Station(Page 68)

Public Footpath SU2 connecting A225 and Crampton's Road, is not identified on these maps. While this may not pass directly through the proposed development area of 4, the PRow should still be included on the map, as it highlights the access network surrounding the site. The route should also be highlighted and considered for potential improvements as it provides a valuable walking link.

Map Comment: 6.Bat and Ball Enterprise Centre(Page 68)

Could show Public Footpath SU3 to the north which, if linked, could provide pedestrian connections to the north west and north east and through to Otford.

Map Comment: 7.Tarmac Ltd. Site, Greatness (Page 69)

Proposals for access have already been submitted by Tarmac to SDC as the Planning Authority and could be illustrated on this map. SU3 running through the site could be highlighted. It is mentioned in the wording but not shown on the map

Map Comment: 10. Buckhurst Lane Sites (Page 71)

Public Footpath SU23 runs through between these two sites continuing on into Knole Park to the east and provides a link from the High Street to the park for leisure.

Map Comment: 13. Sevenoaks Adult Education Centre

Public Footpath SU51 crosses the eastern side of the site providing a pedestrian link between Bradbourne Road and Linden Chase, and Public Footpath SU50 runs along the southern side of the site.

Map Omission: Figure 4.8: Northern Sevenoaks Masterplan (Page 74) has no key to understand what is being illustrated.

Comments are made in reference to the following planning policy;

- **National Planning Policy Framework (June 2019) Section 98**
Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- **National Planning Policy Framework (June 2019) Section 91**
Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
 - a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages
 - b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and
 - c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- **National Planning Policy Framework (June 2019) Section 104**
Planning policies should:
 - d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)
- **National Planning Policy Framework (June 2019) Section 110**
Within this context, applications for development should:
 - a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that

maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

And

- **Kent County Council Rights of Way Improvement Plan 2018 – 2028**

The inclusion of reference to the ROWIP within this policy would be welcomed, as this would support the work of the PRoW and Access Service and enable us to deliver network improvements.

This response is made on behalf of Kent County Council Public Rights of Way and Access Service. The views expressed should be considered only as the response of the County Council in respect of public rights of way and countryside access matters relating to the Sevenoaks Town Neighbourhood Plan (2020 – 2038).

Yours sincerely,



Nicky Biddall (Mrs)
Public Rights of Way Officer
Public Rights of Way and Access Service



Kent County Council Strategic Planning and Infrastructure
Kent County Council
Invicta House
Maidstone
ME14 1XX

Flood and Water Management

Invicta House
Maidstone
Kent
ME14 1XX

Website: www.kent.gov.uk/flooding
Email: suds@kent.gov.uk
Tel: 03000 41 41 41
Our Ref: KSP/2021/082936
Date: 25 March 2021

Application No: Policy

Location: Sevenoaks Town

Proposal: Sevenoaks Town Draft Neighbourhood Plan

We understand that the consultation for the Sevenoaks Town Council Neighbourhood Plan opened in January but due to the current situation we have been delayed in responding and recognise that this may be too late for consideration.

We appreciate that the Neighbourhood Plan recognises the importance of the green environment but we would encourage the Town Council to also give due consideration to the water environment. There is recognition of the water features within the town area but opportunities can also be provided by surface water management in new development.

The town area has a number of significant water features. The role of surface water, extents of flood risk and drainage issues however are not referenced. It is important that any constraints are recognised for any proposed developments or other improvements. This is of importance for those areas in the north of the town area, adjacent to the River Darent and its contributing watercourses.

Surface water management also provides significant opportunities to provide varied and interesting landscape features, as provided through sustainable drainage systems. We promote the inclusion of a sustainable drainage approach wherever possible.

Kent County Council as Lead Local Flood Authority would therefore strongly recommend:

- a) Theme Two, Landscape and Green Infrastructure (page 8) that Objective Five references "blue infrastructure."
- b) Theme Three, Movement and Public Realm considers that (1) appropriate landscaping with surface water management, for example rain gardens and swales be considered within landscape features; and (2) permeable pavement or reduced paving areas should be considered wherever appropriate and feasible.

- c) Within Development and Housing policies, we would recommend that there is reference to the management of surface water through the use of sustainable drainage systems, which provide multi-functional benefits. This would also include the consideration of on-plot infrastructure such as green roofs and individual rain gardens.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Yours faithfully,

Bronwyn Buntine

Sustainable Drainage Team Leader
Flood and Water Management



SEVENOAKS TOWN CENTRE NEIGHBOURHOOD PLAN
CONSULTATION
December 2020

Thank you for consulting the Kent Downs AONB Unit on the above document. The following comments are from the Kent Downs AONB Unit and as such are at an officer level and do not necessarily represent the comments of the whole AONB partnership.

Background and context:

National and Local planning policies are very clear that highest priority should be given to the conservation and enhancement of Areas of Outstanding Natural Beauty.

The NPPF confirms that AONBs are equivalent to National Parks in terms of their landscape quality, scenic beauty and their planning status (Paragraphs 11 footnote 6 and 172).

The status of AONBs has been enhanced through measures introduced in the Countryside and Rights of Way (CROW) Act 2000, which gave greater support to their planning and management. The statutory duties state that in exercising or performing any functions in relation to, or so as to affect, land' in these areas, relevant authorities "shall have regard" to their purposes. The Act requires a management plan to be produced, and accordingly the first Kent Downs AONB Management Plan was published in April 2004. The second revision management plan (20014- 2019) has been formally adopted by all the local authorities of the Kent Downs, including Sevenoaks District Council . The management plan may be viewed on our web site:

<http://www.kentdowns.org.uk/guidance-management-and-advice/management-plan>

Enhancing landscapes and life in the Kent Downs

The Kent Downs AONB Joint Advisory Committee (JAC) promotes and co-ordinates the conservation and enhancement of the Kent Downs AONB. Funding is provided by DEFRA, Kent County Council and the local authorities of Ashford, Bromley, Canterbury, Dover, Gravesham, Medway, Maidstone, Sevenoaks, Shepway, Swale and Tonbridge & Malling. Other organisations represented on the JAC include Natural England, the Environment Agency, Country Land and Business Association, National Farmers Union, Kent Association of Parish Councils and Action with Communities in Rural Kent.

Relationship of the Management Plan with production of Local Authority Local and Neighbourhood Plans.

Under the CROW Act, the AONB Management Plan must 'formulate the (Local Authority) policies for the management of the AONB and for carrying out their functions in relation to it'. The policies of the Kent Downs AONB Management Plan are therefore the adopted policies of all the Local Authorities in the Kent Downs. Whilst these policies should not be repeated in the Local Authority Local Plans and Neighbourhood Plans, this relationship should be clear. Any Kent Downs AONB responses on consultations on local plans and neighbourhood plans will reflect the policies of the Kent Downs AONB Management Plan and other Kent Downs AONB guidance as set out below.

Other Kent Downs AONB Guidance:

- Kent Downs Landscape Design Handbook - Design guidance based on the 13 landscape character areas in the Kent Downs. Guidance on fencing, hedges, planting, gateways etc. to help in the conservation and enhancement of all corners of the AONB.
- Kent Downs Renewable Energy Position Statement - The purpose of this statement is to provide a clearly articulated position for the Kent Downs AONB partnership with regards to renewable energy technologies. It recognises that each Local Planning Authority must balance the impact of proposals for renewables on the AONB with all the other material planning considerations.
- Kent Rural Advice Service Farm Diversification Toolkit - Guidance on taking an integrated whole farm approach to farm developments leading to sound diversification projects that benefit the Kent Downs.
- Kent Downs Land Manager's Pack - Detailed guidance on practical land management from how to plant a hedge to creating ponds and enhancing chalk grassland.
- Rural Streets and Lanes A Design Handbook - Guidance on the management and design of rural lanes and streets that takes the unique character of the Kent Downs into account. This document discusses the principle of shared space and uses examples from around the UK and Europe. The Rural Streets and Lanes Design Handbook has been adopted as policy by Kent County Council.
- Good Practice Horse Pasture Management - National guidance providing information on equine development covering grassland management, fencing, trees and hedges, waste management and basic planning information.
- Kent Farmstead Guidance and Kent Downs Farmstead Guidance - Guidance on the conservation, enhancement and development change of heritage farmsteads in the Kent Downs based on English Heritage's Kent and National Character Area Farmstead Statements. Includes an Assessment method and Design Guidance.

Enhancing landscapes and life in the Kent Downs

The Kent Downs AONB Joint Advisory Committee (JAC) promotes and co-ordinates the conservation and enhancement of the Kent Downs AONB. Funding is provided by DEFRA, Kent County Council and the local authorities of Ashford, Bromley, Canterbury, Dover, Gravesham, Medway, Maidstone, Sevenoaks, Shepway, Swale and Tonbridge & Malling. Other organisations represented on the JAC include Natural England, the Environment Agency, Country Land and Business Association, National Farmers Union, Kent Association of Parish Councils and Action with Communities in Rural Kent.

Specific comments on the draft Sevenoaks Neighbourhood Plan

About a quarter of the area covered by the Sevenoaks Town Neighbourhood Plan lies within the Kent Downs AONB with the AONB boundary also abutting much of the Plan area. AONBs are a nationally designated landscape that have the highest form of landscape protection and cover just 15% of the land area of England. We are therefore surprised at the limited reference or acknowledgement of this throughout the Plan and would encourage greater consideration of this important asset throughout it.

Given the importance of the AONB designation, we would have expected to have seen this included as a designation in Figure 2.2 : Open spaces and landscape setting, rather than relying on Figure 5 in the Town Portrait in the Appendix to the Neighbourhood Plan. Similarly, we would have expected the AONB to have been identified as an issue in A12 on page 118 of the Plan and inclusion of the AONB under the Landscape and Green Infrastructure section of the issues for the Neighbourhood Plan on page 30; in order to comply with national planning policy and the primary legislation within the Countryside and Rights of Way Act, we would suggest wording along the lines of 'conservation and enhancement of the Kent Downs AONB'.

Following on from this, we consider that section 3 on Vision and Objectives should also make reference to the need to conserve and enhance the Kent Downs AONB and its setting within Theme 2 : Landscape and Green Infrastructure.

The Neighbourhood Plan includes a proposed mixed use allocation at Site 7 - TARMAC LTD. SITE, GREATNESS ACCESSED OFF BAT AND BALL ROAD and also a policy relating to the Northern Sevenoaks Masterplan study area . The scale of the development proposed in this location and the fact extensive views over this area from the escarpment of the North Downs in the Kent Downs AONB means that development here could impact on the setting of the AONB both in terms of visual impacts and as a result of additional visitor pressures. It is considered imperative that potential impact is acknowledged and addressed in Policies D1-Site 7 and D2 in order to comply with para 172 of the NPPF and guidance in the PPG which confirms the relevance of setting in relation to AONBs.

I hope you find these comments useful. I would be happy to discuss this further with you if this would be helpful.

Katie Miller

Planning Manager, Kent Downs AONB Unit

December 2020

Enhancing landscapes and life in the Kent Downs

The Kent Downs AONB Joint Advisory Committee (JAC) promotes and co-ordinates the conservation and enhancement of the Kent Downs AONB. Funding is provided by DEFRA, Kent County Council and the local authorities of Ashford, Bromley, Canterbury, Dover, Gravesham, Medway, Maidstone, Sevenoaks, Shepway, Swale and Tonbridge & Malling. Other organisations represented on the JAC include Natural England, the Environment Agency, Country Land and Business Association, National Farmers Union, Kent Association of Parish Councils and Action with Communities in Rural Kent.

Hi Sevenoaks,

Thank you for getting in contact.

Sevenoaks is not in the Marine Plan Area (no coast or tidal waters). So we have no comment on your plan.

Consultation response - PLEASE READ

Thank you for including the MMO in your recent consultation submission. The MMO will review your document and respond to you directly should a bespoke response be required. If you do not receive a bespoke response from us within your deadline, please consider the following information as the MMO's formal response.

Kind regards,

The Marine Management Organisation

Response to your consultation

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing grants.

Marine Licensing

Activities taking place below the mean high water mark may require a [marine licence](#) in accordance with the [Marine and Coastal Access Act \(MCAA\) 2009](#). Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. Local authorities may wish to refer to our [marine licensing guide for local planning authorities](#) for more detailed information. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that would affect a protected marine species.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the [Marine Policy Statement](#) for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the [Marine and Coastal Access Act](#) and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our [online guidance](#) and the [Planning Advisory Service soundness self-assessment checklist](#). If you wish to contact your local marine planning officer you can find their details on our [gov.uk page](#).

See [this map on our website to locate](#) the 6 marine plan areas in England. For further information on how to apply the marine plans please visit our [Explore Marine Plans](#) service.

[The East Inshore and Offshore marine plans](#) were adopted on the 2nd April 2014, becoming a statutory consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe.

[The South Inshore and Offshore marine plans](#) were adopted on the 17th July 2018, becoming a statutory consideration for public authorities with decision making functions. The South Inshore and South Offshore Marine Plans cover the coast and seas from Folkestone to the River Dart in Devon.

The [draft North East Inshore and Offshore marine plans](#) were published on the 14th January 2020 becoming a material for consideration for public authorities with decision making functions. The North East Inshore and Offshore marine plans cover the coast and seas from Flamborough Head to the Scottish border. [CONSULTATION OPEN UNTIL 6TH APRIL](#) 2020. This is the final stage of statutory public consultation before we submit the marine plan.

The [draft North West Inshore and Offshore marine plans](#) were published on the 14th January 2020 becoming a material for consideration for public authorities with decision making functions. The North West Inshore and Offshore marine plans cover the coast and seas from the Solway Firth border with Scotland to the River Dee border with Wales. [CONSULTATION OPEN UNTIL 6TH APRIL](#) 2020. This is the final stage of statutory public consultation before we submit the marine plan.

The [draft South East Inshore marine plan](#) was published on the 14th January 2020 becoming a material for consideration for public authorities with decision making functions. The South East Marine plan covers the coast and seas from Felixstowe in Suffolk to near Folkestone in Kent. [CONSULTATION OPEN UNTIL 6TH APRIL](#) 2020. This is the final stage of statutory public consultation before we submit the marine plan.

The [draft South West Inshore and Offshore marine plans](#) were published on the 14th January 2020 becoming a material for consideration for public authorities with decision making functions. The South West Inshore and Offshore marine plans cover the coast and seas from the River Severn border with Wales to the River Dart in Devon. [CONSULTATION OPEN UNTIL 6TH APRIL](#) 2020. This is the final stage of statutory public consultation before we submit the marine plan.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments must consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If you wish to contact the MMO regarding our response please email us at consultations@marinemanagement.org.uk or telephone us on 0300 123 1032.

Kind Regards,

Tom Pavitt | Marine Planner (South East Plan) | **Marine Management Organisation** (MMO) HM Government
Direct line: 0208 225 8857 | Mobile: 07785 243 951 Email: Tom.Pavitt@marinemanagement.org.uk
Address: Area 4D Nobel House, 17 smith Square, London, SW1P 3JR.

The **public consultation** on the [draft South East Marine Plan](#) is open until 6 April 2020.

Explore Marine Plans - [EMP \(digital service\)](#)

To receive marine planning updates and our newsletter enter your details [here!](#)

| [South East Marine Plan](#) | [MIS \(GIS Portal\)](#) | [Website](#) | [Blog](#) | [Twitter](#) | [Facebook](#) | [LinkedIn](#) | [YouTube](#) |

Date: 31 March 2020
Our ref: 308425
Your ref: Neighbourhood Development Plan - Sevenoaks



Ms Imogen Parkin
Planning Committee Clerk
Sevenoaks Town Council
Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent
TN13 3QG

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

planning@sevenoakstown.gov.uk

Dear Ms Parkin

Sevenoaks Neighbourhood Development Plan

Thank you for your consultation request on the above dated 10th February 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England provided advice in relation to a number of allocations proposed in the Sevenoaks Local Plan, and these were included in our statutory responses to the local plan. Considering the outcome of the Local Plan inspection, Sevenoaks District Council will now need to consider the next steps in the preparation of a local plan. However, Natural England's advice on the allocation sites included within the submission version of the local plan are still valid. The extracts below are taken from our statutory response to the Sevenoaks Local Plan consultation and are relevant to the allocations within your neighbourhood plan area.

Bat and Ball Enterprise Centre, Bat and Ball Road

This site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI.

If the allocation is likely to have significant effects on the SSSI, appropriate mitigation measures need to be specified. Significant impacts may include water or liquid waste that is discharged to ground (i.e. to soakaway) or to surface water, such as a beck or stream (NB this does not include discharges to mains sewer which are unlikely to pose a risk at this location). Other potential impacts may relate to water supply impacted by large infrastructure such as warehousing / industry where net additional gross internal floorspace is > 1,000m² or any development needing its own water supply.

Tarmac Ltd. Site, Greatness

This site is located within the Impact Risk Zone (IRZ) for Greatness Brickworks SSSI.

If the allocation is likely to have significant effects on the SSSI, appropriate mitigation measures need to be specified. Greatness SSSI features currently isolated fossil heaps. Development in the vicinity of the SSSI may benefit by protecting the area from anti-social behaviour, and it may seem appropriate for the SSSI to become part of the greenspace for the development. Should the site be allocated, developer contributions may be required to enhance the interpretation of site for local residents and measures to incorporate the SSSI into the greenspace and secure its long term management should be sought.

Parts of your neighbourhood plan area are within or adjacent to the Kent Downs Area of Outstanding Natural Beauty (AONB). Your Neighbourhood plan should be informed by national and local policies, together with local landscape expertise. Paragraph 172 of the National Planning Policy Framework gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and this should be reflected in neighbourhood plan policies. We also advise that you consult the relevant AONB Partnership or Conservation Board. Their knowledge of the area and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the development of your plan. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to types of development and its capacity to accommodate development.

We have no additional comments to make on this version of the Neighbourhood plan at this time, however we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk

Yours sincerely

Amy Kitching
Lead Adviser
Natural England



1 Eversholt Street
London
NW1 2DN
E: anna.woodward@networkrail.co.uk
T: 077 3264 1995

13 March 2020

Planning Committee Clerk
Sevenoaks Town Council
Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent TN13 3QG

Dear Sir / Madam

Sevenoaks Town Council Neighbourhood Development Plan Feedback, Network Rail Consultation Response

Thank you for providing Network Rail with the opportunity to comment on the draft Sevenoaks Town Neighbourhood Plan.

We note that several sites around the Bat and Ball station have been proposed to be allocated for development. Network Rail need to more thoroughly assess the impact of these developments on the station and railway assets.

We welcome further discussions around the proposed developments and will be in contact following further assessment.

Thank you again for providing Network Rail with the opportunity to comment on this proposed Development Plan. Please do not hesitate to contact me in respect of the above.

Yours sincerely

Anna Woodward
Town Planner



1 Eversholt Street
London
NW1 2DN
E: anna.woodward@networkrail.co.uk
T: 077 3264 1995

16 June 2020

Planning Committee Clerk
Sevenoaks Town Council
Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent TN13 3QG

Dear Sir / Madam

Sevenoaks Town Council Neighbourhood Development Plan Feedback, Network Rail Consultation Response

In follow on from the letter Network Rail sent on the 13th of March in response to the consultation on the Sevenoaks Town Council Neighbourhood Development Plan.

Upon further review of the Plan, we would now like to withdraw this holding objection. Network Rail would be supportive of any improvements to the access to Bat and Ball Station, subject to details.

We welcome further discussions around the proposed developments around Bat and Ball Station.

Thank you again for providing Network Rail with the opportunity to comment on this proposed Development Plan. Please do not hesitate to contact me in respect of the above.

Yours sincerely

Anna Woodward
Town Planner

FAO Linda Larter
Chief Executive / Town Clerk
Sevenoaks Town Council
By Email Only

Tel No: 01732 227000
Ask for: Planning Policy
Email: planning.policy@sevenoaks.gov.uk
My Ref:
Your
Ref:
Date: 2 April 2020

Dear Linda

RE: Sevenoaks District Council Response to Sevenoaks Town Neighbourhood Plan Consultation Draft

Sevenoaks District Council (SDC) welcomes the opportunity to comment on the Sevenoaks Town Neighbourhood Plan Consultation Draft, prepared by Sevenoaks Town Council (STC). Please note that this is an officer level response. Sevenoaks Town is the principal town in Sevenoaks District, and the Neighbourhood Area was designated on 25 November 2013. SDC would like to make the following comments:

Contact between SDC and STC

As discussed in the meeting 4 March between the Town Council and District Council, you are aware that the neighbourhood plan needs to be in general conformity with the strategic policies in the existing Local Plan. For Sevenoaks, this consists of the Core Strategy (2011) and the Allocations and Development Management Plan (ADMP, 2015). As discussed, the draft neighbourhood plan broadly conforms with the strategic aims and policies of the District's existing policy framework.

The one specific area where the draft neighbourhood plan departs from existing district-level strategic level policy is in relation to references to development at the Tarmac quarry site. This site lies within the Green Belt and the Core Strategy states 'the extent of the Green Belt will be maintained' (Policy LO8). However, the Council's emerging Local Plan recognises the acute housing need in the District and proposes a number of strategic green belt releases, including the Tarmac quarry site, which is identified as a draft site allocation (site ST2-13) for mixed-use development. It is noted that the emerging Local Plan is no longer at examination since the Inspector's final report (2 March) concluded that the Plan is not legally compliant in respect of the Duty to Co-operate and recommended that the Plan is not adopted. The District Council is currently considering next steps, but it remains the case that the District is facing huge housing need and will continue to support the release of Green Belt in sustainable and suitable locations, to provide community infrastructure and to help meet identified housing and affordable housing need.

It should also be noted that the 'Planning Status' of the proposed development sites (P.65-73) should refer to their existing Planning Status within the Core Strategy and ADMP. These are as follows:

- Sevenoaks Community Centre, Otford Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Travis Perkins, Bat and Ball, Sevenoaks Business Centre – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Cramptons Road Water Works, Cramptons Road – Allocated for Housing in ADMP – H1(b)
- Carpetwright / Wickes, Otford Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Sevenoaks Gasholder Station, Cramptons Road – Allocated for Housing in ADMP – H1(c)
- Bat and Ball Enterprise Centre, Bat and Ball Road – Allocated for Employment in ADMP – EMP1(b)
- Tarmac Ltd Site, Greatness, Accessed of Bat and Ball Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Sevenoaks Station and Surrounding Area, London Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Former Edwards Electrical, 166 High Street – Located within designated town centre
- Buckhurst Lane Sites, Sevenoaks Town Centre – Located within designated town centre
- Post Office / BT Exchange, South Park – Allocated for mixed-use in ADMP, Located within designated town centre (secondary frontage) – H2(a)
- Sevenoaks Town Council Offices, Bradbourne Vale Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)
- Sevenoaks Adult Education Centre, Bradbourne Road – No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)

Sustainability Appraisal

The Neighbourhood Plan will require a Strategic Environmental Assessment screening opinion prepared by the Council. We will work with the Town Council to produce this report in line with the legislation.

Other comments

The following comments were provided by email to Sevenoaks Town Council on Thursday 16 January 2020 but have been re-iterated in this response for completeness.

Page 6 – It may be worth mentioning that SDC also agreed Net Zero 2030 for Sevenoaks District at a Full Council meeting on 19 November 2019.

Page 9 – There are a couple of places throughout the document where the text reads ‘planning and non-related policies’ – suggestion for this to read ‘planning and non-planning related policies’

Page 19 – Suggestion to remove the date for the Local Plan adoption, so that it reads ‘will, when adopted, replace the...’

Page 28 – 3rd to last paragraph – Suggestion to clarify that ‘the median Sevenoaks resident earns £33,600’. The last sentence specifies that ‘levels of unemployment and deprivation are low in the district’ – our records show that there are areas of deprivation and unemployment within the District – should this refer to Sevenoaks Town?

Page 31 – ‘The need to support and encourage further tourism’ – our evidence suggests that the District should be encouraging further spend by existing tourists e.g. by them staying for a meal / staying overnight etc and not necessarily encouraging far greater numbers. Perhaps the sentence could be revised to ‘The need to support and encourage existing and further tourism, including additional overnight stays in the District’

Page 38 – Policy C3 – Planning Applications in residential areas should be encouraged to contain a brief statement... (to show how they comply with the residential character area SPD) – suggest adding the underlined words – they are already required to demonstrate how they are in accordance with the SPD. The difficult with making it mandatory for them to include a statement is that this would have to be added to the local validation checklist – and making changes to that list requires separate consultation in its own right.

Page 38 – Suggestion to refer to ‘planning officers’ instead of ‘council officers’

Page 39 – suggested that wording on this page is changed to:

Aim C4: The Town Council will engage with Sevenoaks District Councils’ to undertake a design review, to ensure good design quality is embedded in all significant development in Sevenoaks.

Design review is a tried and tested method of independently evaluating and improving the quality of developments by bringing proposals before a panel of experts from across the built environment professions. The Town Council recommend that prospective applicants come to the design review panel as early as possible in the pre-application or application process. Depending on the scale and significance of the proposal a series of reviews may be required. ***Detailed guidance on this process can be found in the Sevenoaks District Council Design Review Panel Supplementary Planning Document as part of the emerging local plan (Consultation Draft December 2019).***

Page 42 – Objective Two: To protect views both to local landmarks and to the open countryside – suggest deleting the word ‘view’ as no right to a ‘view’ in planning – perhaps use the word setting instead i.e. to protect the setting of local landmarks and the landscape setting of the town

Page 47 – Policy L3 – Re Tarmac open space – ‘this space must be delivered as a pre-cursor to any residential development on this site’ – the proposed development is in 2 phases, with the first small phase proposed to take place whilst the quarry is still operational. The open space/leisure lake etc would be delivered when the quarry ceases operations as part of the second, wider phase of development – therefore suggest the following wording: ‘this space must be delivered in parallel with development on this site’ – please also see Policy S1 where this wording is used.

Page 69 – Tarmac – development quantum – suggest this should read 600-800 units – the developable area for residential and mixed-use development is approximately 20ha with the remainder of the site (approximately 70ha) proposed for green/blue infrastructure. At a

density of 30dph this would result in 600 units and at 40dph this would result in 800 units. Site density will vary across the site to reflect the gateways, the mixed-use hub and site edges etc – therefore suggesting a range (600-800) would be appropriate. Where land is to be released from the Green Belt, there should be a commitment to the most effective and efficient use of land that can be achieved in that location, without compromising design or residential amenity and without causing adverse impact on the surrounding environment, particularly noting the setting of the AONB in this location. The proposed additional capacity would need to be subject to further design and site master-planning work to demonstrate that the proposed uses and density can be adequately accommodated on site.

Page 74 – Suggestion to include a key with the map

Page 86 – Suggestion to replace Emerging Local Plan quote with existing policy – *‘The District Council’s existing Local Plan Policy SP1 states that: ‘All new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated’.* **(Sevenoaks District Core Strategy, Policy SP1)**

Additional Comments

Page 38 – Policy C1 – ‘New development must be informed by **national and** local design guidance such as the **National Design Guide** and Conservation Area Appraisals

Page 38 – Paragraph 2 – suggestion to include ‘higher level’ clarification on this terminology i.e. should it say national policy

Page 38 – Suggestion to include ‘National Design Guide’ as one of the Design guidance available. Not local but useful design guidance.

Page 38 – It is not a requirement that ALL planning applications submit a statement outlining how development proposals respond to residential character areas. Propose changing the wording to ‘it is encouraged that a statement is submitted with planning applications outlining...’

Page 40 – Clarification on mechanisms of adopting design guidance for areas out with the Residential Character Area Assessment.

Page 41 – Suggestion to change key to read ‘areas where additional design guidance may be prepared’

Page 42 – Clarification that there is no legal right to a view

Page 42 – Policy C6 Clarification – conserve and enhance the setting of local landmarks

Page 42 – Policy C7 – Conserve and enhance the natural environment.

Conclusion

In conclusion, the Sevenoaks Town Neighbourhood Plan is in general conformity with adopted and emerging planning policies. Sevenoaks District Council will continue to work with and support Sevenoaks Town Council in the adoption of their Neighbourhood Plan.

Yours Sincerely

Emma Coffin
Planning Policy Officer



**National
Trust**

Katy Wiseman@nationaltrust.org.uk
My Ref: Sevenoaks Town NP

30 March 2020

Sevenoaks Town Council
Council Offices
Bradbourne Vale Road
Sevenoaks
Kent
TN13 3QG

Dear Councillors,

SEVENOAKS NEIGHBOURHOOD PLAN (CONSULTATION DRAFT)

KNOLE

The National Trust welcomes the opportunity to comment on the draft Sevenoaks Town Neighbourhood Plan that will shape development within the town to 2038.

The National Trust is the owner and custodian of Knole a Grade I listed Jacobean Mansion. Knole is surrounded by a historic medieval deer park. The house and surrounding deer park are managed and owned separately. Knole Park is owned and managed by Lord Sackville's Knole Estate, however the Trust own and manage 100 acres of land immediately surrounding the main entrance and mansion. The Estate is located to the south-east of Sevenoaks and is a significant open space within the Sevenoaks District which attracts over 180,000 visitors annually contributing greatly to the local economy.

THEME ONE: CHARACTER, HERITAGE AND IDENTITY

The Trust supports Policy C1 which seeks to protect heritage assets and their setting and supports Aim C4 which seeks to establish a formal design review process for all major planning applications or proposals on sites within sensitive locations. This will help ensure development is delivered to high quality design standards.

Knole and the surrounding Estate is a key local landmark, the Trust therefore supports Policy C6 which supports development in the town where it protects and enhances the setting of local landmarks. This aligns with the Neighbourhood Plan's objective to preserve the town's historic character and asset's.

National Trust
London and South East
Scotney Castle hub
Lamberhurst
Tunbridge Wells
Kent TN3 8JN
www.nationaltrust.org.uk

President: HRH The Prince of Wales
Chair of Regional Advisory Board for
London and South East: Jim Smyllie
Director for London and South East: Nicola Briggs

Registered office:
Heelis, Kemble Drive, Swindon, Wiltshire SN2 2NA
Registered charity number 205846



THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE

The Trust supports Objective Five that seeks to protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open space and green infrastructure. This objective could be strengthened to support the benefits of green infrastructure in the restoration, maintenance and enhancement of habitats and providing habitat connectivity through new development.

The Neighbourhood Plan should acknowledge the significant contribution that Knole and Knole Estate's parkland makes to the health and well-being of local residents. Although privately owned, Knole and Knole Estate's parkland is a major green infrastructure resource for Sevenoak residents. This large area of open space on the eastern edge of town is essentially used as a public park by residents for health and well-being benefits and this is reflected in the large number of local people that visit Knole on a regular basis. Usage often exceeds the capacity of existing infrastructure at Knole and policy wording is needed that supports the site's continued ability to maintain, enhance and improve its facilities and resources for local residents and visitors.

THEME THREE: MOVEMENT AND PUBLIC REALM

As identified within Character Area Six, when peak visitor numbers travel to Knole there is potential for local congestion on the Upper High Street. The Trust therefore seek a commitment from the Town Council and other key stakeholders in the town through the Neighbourhood Plan to improve this congestion issue through a co-ordinated approach to traffic management. This should be given consideration in any future traffic management survey. The trust therefore supports Objective Seven which seeks to encourage the use of sustainable transport modes, including walking and cycling, and reducing pollution levels. This aim aligns with one of the Trust's core values which is that *'we consider the impact of everything we do on people, the planet and our financial health'*. The Trust therefore welcomes dialogue with Kent County Council and other key stakeholders to promote the arrival of visitors by sustainable means of transport.

The National Trust supports the strategic walking route as identified on Figure A11 which is routed through the parkland and utilises the Greensand Way. Public Rights of Way provide important opportunities for people to access the countryside from the town and wider landscape through a network of routes. However, the Trust would like to understand what this actually means in terms of physical requirements or changes necessary to make the route 'strategic'.

THEME FOUR: LOCAL ECONOMY

The Neighbourhood Plan should acknowledge the significant economic contribution that Knole makes to the local economy. The property employs up to 60 staff members and has between 450-500 volunteers many live within close proximity to the property and their contributions greatly help to care and support this special place. The property brings much

Cont/d

2

to the local economy and provide a valuable educational resource to pre-school children, schools and adult learners. As a key stakeholder the Trust is therefore keen to be consulted in the further development of the draft Neighbourhood Plan, and therefore support Aim E2 and welcomes the opportunity to work with the Town Council and other local providers, businesses and District Council in the development of this Neighbourhood Plan and in the development of a future tourism strategy for the town to promote the visitor economy.

The Trust hopes that these comments are taken on board in revising the draft Neighbourhood Plan and would like to request direct dialogue with the Town Council to discuss the issues identified above prior to the Neighbourhood Plan being submitted to the Local Authority for Independent Examination. We would also like to be added to your consultation database as a key stakeholder to ensure we are notified of all future planning consultations.

Your sincerely,
Katy Wiseman

Cont/d

3

SEAL PARISH COUNCIL

Clerk to the Parish Council

Mrs Clare Boland

Telephone: 01732 833360

Email: sealparishc@outlook.com

Website www.sealparishcouncil.org.uk

Office hours: Monday, Tuesday, Thursday and Friday 9am-1pm

Clerk's Office

Valley House

Carters Hill

Underriver

Sevenoaks

Kent

TN15 0RY

2nd March 2020

Linda Larter MBE : Chief Executive / Town Clerk

Sevenoaks Town Council

Council Offices Bradbourne Vale Road

Sevenoaks Kent TN13 3QG

Dear Linda,

Seal Parish Council Response to the Sevenoaks Neighbourhood Plan Consultation

As promised the comments of Seal Parish Council in response to the current consultation are set out below. Our Councillors look forward to a discussion of these points on 23rd March.

Seal Parish and the Policy for Sevenoaks Quarry

Seal Parish is directly affected by the proposed development of Sevenoaks Quarry. Part of the site is within the Parish and the remainder is an important part of the Green Belt separating Seal from urban areas to the west and north. The one-way streets of Seal Conservation Area give access to the A25 from Kemsing and other villages, but they are congested and unsafe, and are unacceptable as a route to major development. The village school draws pupils from across Sevenoaks and beyond, and is being doubled in size because other schools cannot be expanded further. New school provision is essential to serve development and should be located to minimise traffic movements.

The Parish Council does not object to the principle of housing development on part of the quarry, but this is a major site with acknowledged impacts. The Neighbourhood Plan and Local Plan should ensure that development is properly planned and implemented in the interests of the local community. It is the policies in the plans that have the legal weight to achieve this.

The Parish Council has therefore asked the Town Council and the District Council to include policies in their plans specifically for the development of Sevenoaks Quarry. Sound policies may justify the release of Green Belt land, establish the land uses to be provided and design principles, define the limits of development, and set out the measures required to receive planning consent. Sound policies support service and infrastructure providers in their negotiations with developers about standards, funding and the transfer of land, and give the public confidence that infrastructure and services will be delivered.

The Parish Council believes that the Sevenoaks Neighbourhood Plan would be greatly improved by such a policy for Sevenoaks Quarry. The draft Plan recognises that the District Council must first remove the site from the Green Belt by completing the Local Plan review (page 75). This would enable the Neighbourhood Plan to complete its remaining stages and become part of the Development Plan when approved by a Referendum. Its policies, rather than those of the Local Plan, could then determine how Sevenoaks Quarry is to be developed.

1

The Design Guidance for Sevenoaks Quarry in Appendix 2 of the Local Plan states:

“The specifics of any scheme should be developed in conjunction with the local community including through the Draft Sevenoaks Neighbourhood Development Plan”

For this to be achieved the Parish Council asks that the following points are addressed:

To make the Neighbourhood Plan consistent with the new Local Plan

The Neighbourhood Plan acknowledges that its policies “will need to be in accordance with the new emerging Local Plan’s strategic policies” (page 19). The Parish Council requests that the following inconsistencies are addressed because they cause uncertainty for the future of Seal village:

Identifying the Sevenoaks Quarry site

Neighbourhood Plan Policy D1 states “Development to be promoted ... include - Tarmac Ltd. site, Greatness” but Policy ST2 of the Local Plan includes among the sites to be allocated “Site 13 Sevenoaks Quarry...”

The boundary of the site shown by Fig. 4.7 in the Neighbourhood Plan excludes that part of the site outside the plan boundary which is in Seal Parish.

For the avoidance of doubt it would be helpful if the Neighbourhood Plan used the same site name as the Local Plan and explained the variation in boundary. The Town Council and the Parish Council might agree a form of words to describe that part of the site outside the plan area and to indicate the boundary.

Proposed land uses on the site

The key to Fig. 4.7 in the Neighbourhood Plan shows the ‘Tarmac Ltd. site, Greatness’ as a ‘Mixed-use Allocation’. The term ‘mixed use’ normally refers to mixed commercial and residential land use, and it is used in that context elsewhere in the Plan. Policy E1 of the Neighbourhood Plan supports the provision of sites for start-up business space and preferred locations include ‘allocated mixed use’ sites. However, Local Plan Policy ST2 says that the allocated sites “will provide for a range of housing types, density, mix and tenure...”

For clarity it would help greatly if Policy D1 and Fig. 4.7 of the Neighbourhood Plan specify the land uses that are proposed for the Sevenoaks Quarry site as being residential, open space, recreation, education, and community.

Green Belt boundary at Seal

Although the figure at page 27 of the Local Plan (also in “Appendix 2: Housing and Mixed Use Allocations: Maps and Development Guidance”) shows an eastern part of the Sevenoaks Quarry site as remaining in the Green Belt, this is not shown by Fig. 4.7 in the Neighbourhood Plan which suggests that the whole site is to be removed from the Green Belt.

The Neighbourhood Plan contains no objective or policy to protect the Green Belt, and does not refer to preserving the Green Belt around the village of Seal, although it states that the public consultation resulted in a number of issues that the Plan will address including “The need to protect the Green Belt and other green open spaces” (page 30).

The Parish Council has asked the Inspector for the Local Plan Examination to recommend that the whole of the open part of the Sevenoaks Quarry site remain in Green Belt. Similarly it requests that the Neighbourhood Plan defines the boundary of the Green Belt as the limit of built development on the site, and thus ensure that Seal Village remains separate from the urban area.

Phasing of the Sevenoaks Quarry site

Policy L3 says “The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site ... when gravel extraction has been completed. This space must be delivered as a pre-cursor to any residential development on the site”.

Policy S1 says “The Neighbourhood Plan will support ... the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.”

The Local Plan however, envisages a first phase of 150 dwellings which Tarmac propose be delivered before mineral working has ceased by relocating the processing plant on the site. It is suggested that the Neighbourhood Plan be amended to reflect the phasing proposed by the adopted Local Plan.

The number of new dwellings

The Neighbourhood Plan must provide at least as many dwellings as the Local Plan. Appendix 11 (page 118) states that “The Submission Version Local Plan identifies twelve ... allocations within the Neighbourhood Plan area (Policy ST2) ... Together the sites (have) the potential to deliver 1,275 dwellings.”

The Neighbourhood Plan does not state the total number of dwellings represented by the 13 sites listed in Policy D1, or the number provided in total. It appears to the Parish Council that 5 residential sites to be allocated by the Local Plan are omitted, including ST2-6 for redevelopment of Sevenoaks Hospital with 73 dwellings. There are three new sites in the Neighbourhood Plan to include housing which are currently in employment use or are car parks. Other sites in the Neighbourhood Plan are attributed a different dwelling capacity from that in the Local Plan.

Policy D1 of the Neighbourhood Plan says only that the sites listed are to be ‘promoted’ but does not confirm whether the sites which are additional to the Local Plan are intended to be allocated, or whether the Local Plan sites that are omitted are not supported.

It is suggested that Policy D1 should be amended to clarify the status of the sites listed, and that of any other sites allocated in the Local Plan. Also it would be helpful if the section dealing with the total dwelling capacity of sites is moved from Appendix 11 into the main text, and amplified to show the net effect on dwelling provision of all the allocations in the Neighbourhood Plan.

To bring the Neighbourhood Plan up to date

The Parish Council has examined evidence provided to the Local Plan Examination, notably the objections by the County Council as the Minerals Planning, Highways and Education Authority, and the representations by David Lock Associates for Tarmac. It proposes that the following should be reflected in the Neighbourhood Plan policies for the Sevenoaks Quarry site:

Dwelling capacity

Tarmac now propose that the site could accommodate 800 dwellings, and the Neighbourhood Plan should state whether it accepts this increase from 600.

Primary school provision on-site

The County Council believes that primary school pupils from the first phase of 150 dwellings can be accommodated in existing schools, notably at Seal, but requires a new primary school to be provided on the site, even with 600 dwellings. The Parish Council understands that Tarmac consider this feasible and are working on the design implications. However, the Neighbourhood Plan states that “Initial discussions have been held to consider the potential to provide a new primary school on land adjacent to Knole Academy...” (page 58).

The Parish Council supports the provision of a new school on the Sevenoaks Quarry site because in addition to avoiding future pressure on existing schools, this location will reduce traffic movements from the site, and avoid cross-town school trips which are a significant cause of peak period congestion in Seal and on the A25. The Council would welcome inclusion of a primary school in the Neighbourhood Plan policies for the site.

Improvements to the Bat & Ball junction on A25

The County Council and Tarmac are working towards an agreed design to replace the light controlled Bat & Ball junction with a roundabout designed to reduce queuing at peak periods. The Parish Council believes that Neighbourhood Plan policies should require such a scheme to enable the site to proceed. It also supports the Tarmac position that a strategic approach should be taken to A25 improvements by pooling developer contributions from relevant sites in Sevenoaks.

Recreation uses

Existing planning conditions for the restoration of the quarry ensure there will be public access for informal recreation after mineral extraction ceases (see Kent County Council consent SE/08/675 January 2010). The Parish Council supports such use, but is opposed to motorised water sports on the lake because of the noise created and the need to transport powered boats through the narrow, one-way streets of Seal.

The Neighbourhood Plan states that: “Greatness Park will be an active space. The lake will be used for a range of water sports and will be served by a visitor centre and boatyard”. Tarmac envisage a car park on Childsbridge Lane to give access to commercial leisure activities. The Parish Council is opposed to vehicle access from Childsbridge Lane because of the traffic implications for Seal and Kemsing, which are both unsuitable for use by leisure traffic drawn from a wide area.

The Parish Council therefore wishes intrusive uses of the lake and open space, and vehicle access to the site from Childsbridge Lane, to be prevented by Neighbourhood Plan policy.

Technical corrections

Brownfield land

The site is currently a mineral working and planning conditions ensure the restoration of the quarry after quarrying ceases (see KCC consent SE/08/675). The site is therefore not ‘brownfield’ or ‘previously developed’ land as defined by the NPPF, but for planning purposes is a ‘greenfield’ site to reflect its restored state.

Minerals

Neighbourhood Plan policies L3 and S1 and elsewhere refer to 'gravel extraction' from the Sevenoaks quarry. However, the site is quarried for sand and also accommodates the processing of the minerals and the manufacture of mineral products.

Policy to deal with the above

Neighbourhood Plan Policies L3, S1 and D1 refer to the Tarmac site, and Policy D2 refers to the design principles that apply to sites in the North Sevenoaks Masterplan area (see also page 75). Further design principles for the site are given on page 69 and page 76. Policies COM2 and D3 provide general principles for community uses and affordable housing that apply to all Neighbourhood Plan sites. Appendix 2 of the Local Plan also sets out some design principles for the Sevenoaks Quarry site.

There are common elements among these provisions, but there is a clear need for the Neighbourhood Plan to consolidate and update them. The Parish Council believes that the essential requirements should be expressed in a planning policy specific to the site, and a suggestion is attached as **Annex 1**.

The evidence provided to the Local Plan Examination suggests that the plan's provisions for the Sevenoaks Quarry site will be amended before it is adopted, not least to incorporate the requirements for school provision and highway improvements. The Neighbourhood Plan will in turn require amendment to comply with the Local Plan. The Parish Council therefore believes that submission of the Neighbourhood Plan would best follow the adoption of the Local Plan.

We will be pleased to discuss these points with the Town Council.

Yours sincerely,

Clare Boland
Clerk to the Council

At a meeting of the Committee of the Sevenoaks Society on 29 January 2020, the Committee considered the consultation draft (January 2020) of the Sevenoaks Town Neighbourhood Plan, and, whilst broadly supporting the contents of the plan resolved to submit the following three proposed amendments to the Town Council

- Proposing a new Policy C1A on page 38, to follow the existing Policy C1:

“Development of vacant and underused sites will be encouraged and facilitated”

Rationale: This proposal has particularly in mind the Farmers site and the Edwards electrical site, but is not confined to them; and is consistent with Policy ST1 on page 20 of the Submission Version of the Local Plan and the reference to promoting “redevelopment of ... vacant and/or undeveloped sites” in the place-making proposals and priorities for the Sevenoaks Urban Area on page 21 thereof.

- Amend Policy M5 on page 52 to include specific reference to the improvement of the Bat and Ball Junction for vehicular, pedestrian and cycle movements.

Rationale: As presently drafted Policy M5 refers solely to improving pedestrian and cycling crossing facilities at the Bat and Ball Junction. Both the draft Local Plan and the Neighbourhood Plan envisage considerable housing development in northern Sevenoaks which will pass through the Bat and Ball Junction. The document submitted to the Sevenoaks Local Plan Examination “Existing Infrastructure Deficiencies Note October 2019” ED28, records at Table 1, page 4, that:

“Kent County Council have stated in various submissions to the Local Plan and through Duty to Cooperate discussions that there are a number of existing transport deficiencies in Sevenoaks including:

- Bat & Ball junction is at capacity”.

Therefore any policy in relation to this junction should include reference to the need to enhance its capacity for vehicular movements.

- In the table on page 69 relating to the Quarry Site, add as a constraint: “The current signalised Bat and Ball Junction cannot accommodate additional flows from the development without significant improvements to cater for vehicular, pedestrian and cycle movements”.

Rationale: As presently worded the Neighbourhood Plan is inconsistent with the draft Local Plan which expressly recognises at page 26 that “Improvements to the Bat and Ball Junction” are needed if the Sevenoaks Quarry is to be redeveloped. The fact that Tarmac currently concede that improvements to the junction are needed is not a reason for omitting expressly to refer to this in the Neighbourhood Plan.

23 February 2020

Charles George for the Sevenoaks Society

Linda Larter MBE
Chief Executive
Sevenoaks Town Council
Bradbourne Vale Road
Sevenoaks TN13 3QG

BY EMAIL ONLY: planning@sevenoakstown.gov.uk

13th March 2020

LAF047/DB

Dear Linda,

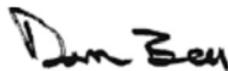
RE: Sevenoaks Town Neighbourhood Plan 2020-2038

I write on behalf of Tarmac Trading Ltd (Tarmac) in relation to the consultation draft of the Sevenoaks Town Neighbourhood Plan.

Tarmac welcomes the progress on the Neighbourhood Plan and is supportive of the Town Council's intention to put in place local planning policies and aims for the future of the town and, in particular, for Sevenoaks Quarry (also referred to as Greatness Quarry).

Specific comments and suggestions are attached. Please feel free to contact me if you have any queries. Meanwhile, my client looks forward to continuing a positive dialogue with the Town Council about the future of site.

Yours sincerely,



**DARREN BELL
PARTNER**

Email: dbell@davidlock.com).

C.C.

Dave McCabe, Tarmac

Will Bridges, Tarmac

Sharne Sahajpal, Tarmac

DAVID LOCK ASSOCIATES LIMITED
50 North Thirteenth Street
Central Milton Keynes
Buckinghamshire
MK9 3BP

☎ +44 (0) 1908 666276

✉ mail@davidlock.com

🌐 www.davidlock.com

VAT Reg. No. 486 0599 05.
Registered in England No. 2422692.
Registered Office as above.

Tarmac comments on the Sevenoaks Town Neighbourhood Plan consultation draft 2020-2038

March 2020

Introduction

1. Tarmac Trading Ltd (Tarmac) has instructed David Lock Associates to comment on the Sevenoaks Town Neighbourhood Plan consultation draft document. Tarmac is the owner and operator of Sevenoaks Quarry (also referred to as Greatness Quarry in the Neighbourhood Plan), and the promoter of the potential redevelopment of the site for mixed-use residential development.
2. The Sevenoaks Town Neighbourhood Plan is an opportunity to shape, direct and deliver sustainable development, and Tarmac welcome the publication of the consultation draft. It will be important, as the Neighbourhood Plan progresses alongside the Sevenoaks Local Plan, that the Neighbourhood Plan supports the delivery of strategic policies and meets the basic conditions.¹

Background context

3. Sevenoaks Quarry is the subject of sand extraction and related uses until 2030 under the current minerals planning permission (Kent County Council reference: SE/08/675). For clarity, condition 5 on that permissions requires Tarmac to submit details of the updated progressive extraction and restoration of the site in five-year periods. The details for 2017-2021 were submitted to Kent County Council recently (and considered by the Town Council at its planning committee on 27th January). The submitted scheme relates to the current situation, without residential or formal leisure and recreation development. Future five-year submissions will be prepared on the basis of enabling residential development and recreation and leisure uses, subject to the inclusion of the site as an allocation for such uses in an adopted development plan.
4. Tarmac has promoted the site for mixed-use development for a number of years and the site is included as an allocation within the submission draft version of the Sevenoaks Local Plan (Policy ST 2-13). The redevelopment, as proposed by Tarmac, is for approximately 800 new homes, new green infrastructure and a lake for recreation and leisure uses, the re-use of the former Oast House and the provision of new community uses, including land for a new primary school.
5. An early phase of development can be brought forward on land occupied predominantly by the existing buildings, operational plant, car parking areas and other hard standing. The intention is to progress the first phase concurrent with the continued sand extraction on quarry areas to the north, and via a separate access (from Farm Road). The first phase would bring about the refurbishment of the former Oast house and deliver a pedestrian route through the site to Childsbridge Lane in Seal. Completion of the first new homes is estimated to be 2024/25. The remaining areas of the site, including the lake, would be delivered post-extraction (after 2030) and the main Bat and Ball Road quarry access would then be utilised as the main residential access.

Vision and objectives

6. The Neighbourhood Plan has been framed around a vision for the town in 2038, seven themes and sixteen key objectives for achieving the vision. Tarmac agrees with the broad vision and the key objectives. Moreover, the proposed inclusion of the quarry site as an allocation under Policy D1, site 7, is supported subject to some specific suggested changes below. The redevelopment of Sevenoaks Quarry, a key proposal in the Neighbourhood Plan, will help in achieving the following key objectives:
 - Objective 1 *enhancing an historic asset;*
 - Objective 5 *creating new publicly accessible green space;*
 - Objective 7 *promoting sustainable travel modes;*

¹ As set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004.

- Objective 11 *delivering enhanced community assets;*
- Objective 13 *enhancing recreational facilities;*
- Objective 14 *delivering high quality development on under-utilised land; and*
- Objective 15 *delivering a range of new homes to meet local needs.*

Policy L3 and Policy S1

7. Policy L3 States that the provision of public open space, community uses and leisure opportunities at Tarmac's site should be a pre-cursor to any residential development. Policy S1 requires new sports/water sports facilities at the site to be delivered "either in advance of or in parallel with new homes on the site". Whilst some new public open space, refurbishment of the Oast House and leisure links (pedestrian route to Childsbridge Lane) can be achieved through the first phase, the opportunity of the lake for recreation and leisure uses cannot be delivered until after 2030. For consistency, it is suggested the last sentence of Policy L3 be amended to read:
8. *"This space must be delivered as a pre-cursor to any residential development on the site either in advance or in parallel with new homes on the site".*

Objective 6 – Long-term strategic transport approach

9. The Town Council's objective to work with the District Council and County Council identify a long-term approach to transport in Sevenoaks is supported. Tarmac made representations to the Sevenoaks Local Plan Policy T1 Transport and Infrastructure, and submitted a hearing statement to the Examination, suggesting a strategic approach should be taken with respect to the northern Sevenoaks and the A25 in particular.
10. Objective 6 is supported by national policy in terms of the need to cost-effectively mitigate transport impacts guidance (NPPF paragraph 108c) and national planning guidance where it states that authorities should consider the cumulative impacts on transport networks (Planning Practice Guidance ID: 54-001-20141010).
11. A full Transport Assessment, has, however been undertaken by David Tucker Associates on behalf of Tarmac for 800 dwellings at Sevenoaks Quarry. This has been prepared in conjunction with the highways authority and it does demonstrate a deliverable improvement scheme for Bat and Ball junction and a package of mitigation measures to ensure a sustainable transport approach. Tarmac welcome the opportunity for continued discussions with the Town Council over transport matters.

Policy D2

12. Policy D2 sets out that any development proposals falling within northern Sevenoaks should follow the principles of the Northern Sevenoaks Masterplan. The Masterplan is a helpful evidence document but Policy D2 would, in effect, elevate it to neighbourhood plan policy status. Once the plan is 'made' it would then become part of the statutory development plan for planning decisions in Sevenoaks Town. The masterplan itself has not been through the same level of scrutiny expected for a development plan document and it would not be appropriate for it to be elevated to this status. Notwithstanding this, Tarmac has no specific concerns about the content of the 'Northern Sevenoaks Masterplan' and, in fact, Tarmac wrote in support of it during its consultation.
13. As an alternative it is suggested that Policy D2 is deleted but referred to within the supporting text to Policy D1 as a relevant *guidance* document where sites fall within northern Sevenoaks. In this context, the details of the Northern Sevenoaks Masterplan on pages 74-76 could be appended in the same way the sports, cultural and transport Strategies have been.

Policy D1 Site 7 – Tarmac Ltd site, Greatness (page 69)

14. Tarmac support the inclusion of Sevenoaks Quarry (Policy D1 Site 7 – 'Tarmac Ltd site, Greatness') as a proposed allocation in Sevenoaks Town for residential and mixed-use development. It is in a sustainable location, close to employment, other facilities and Bat and Ball Station. Its redevelopment would achieve sustainable development and it can be delivered in the timeframe of the Neighbourhood Plan (by 2038). There are,

however, a number of specific amendments that are suggested below in the interest of ensuring a robust policy.

15. Initial master planning work has shown that approximately 800 dwellings, not 600 dwellings, can be delivered at the site whilst maintaining the guide of 30-40 dwellings per hectare. This is also the figure used in recent technical work, including the transport assessment. The higher quantum would also help to deliver the range of benefits and housing mix.
16. It is also suggested that the policy set out the phasing intentions of delivering an early phase from 2024/25 and the remaining dwellings post 2030.
17. Kent County Council has advised that land for a new primary school should be safeguarded within the site and this could be reflected in the Neighbourhood Plan, although it is acknowledged that there may be other ways in which future primary education needs of Sevenoaks can be met.
18. The boundary of the allocation shown on page 69 is understood in the context of Sevenoaks Town Council not being able to allocate land in adjoining parish areas. For clarity, Tarmac is promoting the whole site be removed from the Green Belt, including the area within Seal Parish Council, but that land to the east is not being proposed for residential development (but will still have a role in supporting development in terms of green space and recreational uses). Whilst this will be a matter for Sevenoaks Local Plan, it is suggested the following text be included:

"Land beyond Sevenoaks Town Council's area to the east, within Seal Town Council forms part of the wider Sevenoaks Quarry site and can support development through green space, recreation and sustainable transport".

19. It is also suggested that the following minor amendments are made to the text on Page 69:
 - The operational site is known as Sevenoaks Quarry and it is also called this in the Draft Sevenoaks Local plan. For consistency, it is suggested Policy D1 Site 7 site be renamed "Sevenoaks Quarry".
 - There is only one former Oast House. Whilst there are other buildings on the site, the former Oast house is the only locally listed building and the others should not be referred to as historic buildings.
 - The site adjoins Greatness Brickworks SSSI (designated for geological reasons not nature conservation purposes). No part of the SSSI falls within the proposed development site but is within the current Enover landfill site.
 - With reference to access, it should be added that there is an existing secondary access point from Farm Road (the former main access of the quarry) and a further existing access point from Childsbridge Lane.

Conclusion

20. These comments have been prepared by David Lock Associates on behalf of Tarmac. The progression of the Neighbourhood Plan is supported, as are the vision and the objectives for Sevenoaks Town. The allocation of Tarmac's site at Sevenoaks Quarry is also supported but a number of amendments have been suggested to ensure a robust and accurate policy. Tarmac looks forward to continuing a positive dialogue with the Town Council about the opportunity at the quarry and to the Neighbourhood Plan progressing to the submission version.

Sevenoaks Neighbourhood Plan - Consultation Response Report - Survey Monkey

	RESPONSES					
	Total Responses	Strongly Support	Support	Neutral		Don't Support
VISION	121	38.02%	44.63%	14.05%		3.31%

OBJECTIVES	RESPONSES					
	Total Responses	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
ONE	119	63.03%	33.61%	2.52%	0.84%	0.00%
TWO	119	67.23%	28.57%	4.20%	0.00%	0.00%
THREE	118	59.32%	33.05%	7.63%	0.00%	0.00%
FOUR	117	76.92%	20.51%	2.56%	0.00%	0.00%
FIVE	118	82.20%	14.41%	3.39%	0.00%	0.00%
SIX	114	68.42%	27.19%	3.51%	0.88%	0.00%
SEVEN	118	70.34%	20.34%	5.08%	1.69%	2.54%
EIGHT	116	72.41%	23.28%	3.45%	0.86%	0.00%
NINE	117	53.85%	38.46%	5.98%	1.71%	0.00%
TEN	118	48.31%	41.53%	8.47%	0.85%	0.85%
ELEVEN	116	52.59%	34.48%	12.07%	0.86%	0.00%
TWELVE	117	42.74%	39.32%	16.24%	0.85%	0.85%
THIRTEEN	117	47.86%	38.46%	11.97%	0.00%	1.71%
FOURTEEN	118	51.69%	32.20%	10.17%	4.24%	1.69%
FIFTEEN	118	39.83%	27.12%	24.58%	5.08%	3.39%
SIXTEEN	118	72.88%	20.34%	5.93%	0.85%	0.00%

Sevenoaks Town Neighbourhood Plan **Consultation**

Survey Monkey Results

Total: 156 responses

*without contact details, names or addresses

Q1 Please enter your postcode to confirm that you live within the Neighbourhood Plan area

Answered: 156 Skipped: 0

ANSWER CHOICES	RESPONSES	
Postal Code	100.00%	156

Sevenoaks Town Council Neighbourhood Plan Public Consultation

#	POSTAL CODE	DATE
1	TN13 3XR	3/31/2020 10:17 PM
2	TN13 1AN	3/31/2020 8:59 PM
3	TN13 1DW	3/31/2020 6:57 PM
4	TN131PF	3/31/2020 5:10 PM
5	TN13 1PF	3/31/2020 3:26 PM
6	Tn147bt	3/30/2020 11:33 PM
7	TN14 5BL	3/30/2020 10:35 PM
8	TN14 5BJ	3/30/2020 7:58 PM
9	TN13 3BN	3/30/2020 3:36 PM
10	TN13 3SA	3/30/2020 2:36 PM
11	TN13 1PF	3/30/2020 11:49 AM
12	TN16 1HZ	3/29/2020 9:45 PM
13	TN14 5aa	3/29/2020 6:04 PM
14	TN13 1LR	3/29/2020 5:47 PM
15	Tn14 5bt	3/29/2020 5:32 PM
16	TN13 3TQ	3/29/2020 4:45 PM
17	TN13 3AG	3/29/2020 4:30 PM
18	Tn145aw	3/29/2020 8:08 AM
19	TN133QA	3/27/2020 10:00 PM
20	TN14 6NE	3/27/2020 11:27 AM
21	TN13 3XA	3/27/2020 9:46 AM
22	TN14 6NE	3/27/2020 8:47 AM
23	TN13 3QQ	3/27/2020 8:39 AM
24	tn14 6ey	3/27/2020 8:39 AM
25	TN13 2LL	3/27/2020 7:42 AM
26	TN13 1XT	3/27/2020 7:12 AM
27	TN13 3QG	3/27/2020 7:01 AM
28	TN13 3PX	3/27/2020 4:58 AM
29	TN133BA	3/26/2020 8:38 PM
30	TN13TP	3/26/2020 2:03 PM
31	tn13 3EE	3/26/2020 9:30 AM
32	TN13 3PL	3/21/2020 4:16 PM
33	TN13 3XR	3/16/2020 3:54 PM
34	Tn145ah	3/16/2020 6:20 AM
35	TN132HE	3/14/2020 5:19 PM
36	TN13 2HL	3/13/2020 6:00 PM
37	TN13 3JH	3/13/2020 5:54 PM
38	TN13 3PY	3/13/2020 4:49 PM
39	tn13 1ax	3/13/2020 12:05 PM
40	TN13 3LT	3/13/2020 11:16 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

41	TN13 3LT	3/13/2020 10:35 AM
42	TN13 3TR	3/13/2020 8:46 AM
43	TN13 3TR	3/13/2020 8:28 AM
44	TN13 2JP	3/13/2020 7:22 AM
45	TN13 3UA	3/12/2020 8:48 PM
46	TN13 3PR	3/12/2020 7:56 PM
47	TN15 0JB	3/12/2020 5:46 PM
48	tn13 3pl	3/12/2020 4:37 PM
49	TN13 1PU	3/12/2020 12:33 PM
50	TN13 3XR	3/12/2020 12:09 PM
51	TN13 1HJ	3/11/2020 10:21 PM
52	TN13 1HJ	3/11/2020 10:17 PM
53	Tn49na	3/11/2020 10:08 PM
54	TN145AE	3/11/2020 7:19 PM
55	Tn145da	3/11/2020 5:38 PM
56	TN4 9NA	3/11/2020 5:16 PM
57	TN150NG	3/11/2020 4:57 PM
58	TN13 3BG	3/11/2020 4:44 PM
59	TN13 3LH	3/11/2020 4:32 PM
60	TN13 3HB	3/11/2020 2:36 PM
61	Tn14 5aw	3/11/2020 9:29 AM
62	TN145BQ	3/11/2020 12:03 AM
63	TN14 5BJ	3/10/2020 11:22 PM
64	TN14 5AT	3/10/2020 7:28 PM
65	TN13 1PX	3/10/2020 2:54 PM
66	TN13 1QE	3/10/2020 12:03 PM
67	TN13 1XT	3/10/2020 11:33 AM
68	TN13 5AX	3/10/2020 10:40 AM
69	TN13 3PL	3/9/2020 10:56 PM
70	TN13 2JP	3/9/2020 4:43 PM
71	TN13 1SN	3/9/2020 3:03 PM
72	TN13 3LR	3/9/2020 2:35 PM
73	TN13 3PR	3/9/2020 12:14 PM
74	TN133EH	3/9/2020 10:49 AM
75	TN13 2NR	3/9/2020 10:30 AM
76	TN13 3NQ	3/9/2020 10:10 AM
77	TN13 3AB	3/8/2020 10:19 PM
78	TN14 6HP	3/8/2020 7:35 PM
79	TN13 3AL	3/8/2020 11:43 AM
80	TN13 3UE	3/8/2020 5:32 AM
81	Tn133ls	3/7/2020 9:52 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

82	TN14 5EB	3/7/2020 9:29 AM
83	TN13 1RL	3/6/2020 10:12 PM
84	TN13 3TP	3/6/2020 12:14 PM
85	tn13 1nj	3/6/2020 12:00 PM
86	Tn131rt	3/5/2020 10:47 PM
87	TN14 5AX	3/5/2020 2:21 PM
88	TN13 1NJ	3/5/2020 11:41 AM
89	TN13 1NJ	3/5/2020 11:39 AM
90	TN13 3AE	3/5/2020 9:31 AM
91	Tn132pq	3/4/2020 10:54 PM
92	TN13 2DY	3/4/2020 10:54 AM
93	tn14 5bx	3/4/2020 9:23 AM
94	TN13 1PX	3/4/2020 7:51 AM
95	TN13 1PX	3/4/2020 7:48 AM
96	TN15 0JH	3/3/2020 9:02 PM
97	TN14 5QP	3/3/2020 8:56 PM
98	TN14 5QP	3/3/2020 8:47 PM
99	TN13 1NT	3/3/2020 8:17 PM
100	TN13 3HE	3/3/2020 5:52 PM
101	TN13 3LH	3/3/2020 4:40 PM
102	TN132JT	3/3/2020 3:25 PM
103	TN15 6NL	3/3/2020 3:20 PM
104	TN13 3AG	3/3/2020 2:37 PM
105	TN13 3NX	3/3/2020 1:40 PM
106	Tn145af	3/3/2020 1:16 PM
107	TN13 1RR	3/3/2020 1:11 PM
108	TN13 3AE	3/3/2020 12:59 PM
109	TN132HL	3/3/2020 12:45 PM
110	Tn13 3bp	3/3/2020 12:38 PM
111	TN133LS	3/3/2020 10:53 AM
112	TN13 2RW	3/2/2020 1:42 PM
113	TN13 3PY	3/2/2020 1:39 PM
114	TN13 1LQ	3/1/2020 8:59 PM
115	TN15 0HH	3/1/2020 5:29 PM
116	TN14 5ND	3/1/2020 7:24 AM
117	TN133AD	2/28/2020 4:00 PM
118	TN13 3LT	2/28/2020 3:52 PM
119	Tn133bt	2/28/2020 12:02 PM
120	TN131NF	2/28/2020 9:26 AM
121	TN14 5BX	2/27/2020 9:47 PM
122	TN13 3BG	2/27/2020 8:52 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

123	TN133XA	2/27/2020 4:28 PM
124	tn133au	2/27/2020 1:26 PM
125	TN15 6qb	2/27/2020 1:03 PM
126	TN13 3XD	2/26/2020 8:56 PM
127	TN13 3PX	2/26/2020 1:38 PM
128	TN13 3JH	2/26/2020 1:36 PM
129	TN10 3QL	2/24/2020 3:17 PM
130	TN133AH	2/23/2020 9:36 PM
131	TN133ND	2/23/2020 11:58 AM
132	TN133ND	2/20/2020 12:26 PM
133	TN13 2XP	2/19/2020 3:09 PM
134	TN13 3UR	2/19/2020 12:36 PM
135	Tn13 3dz	2/17/2020 8:49 PM
136	TN13 2JQ	2/17/2020 1:03 PM
137	TN15 0hI	2/17/2020 9:49 AM
138	Tn13 1xx	2/17/2020 9:37 AM
139	TN15 0DA	2/16/2020 8:06 PM
140	TN13 3EN	2/16/2020 12:48 PM
141	Tn150hwTn150hw8	2/14/2020 4:30 PM
142	TN15 OHX	2/14/2020 1:56 PM
143	TN13 3NY	2/13/2020 1:58 PM
144	TN14 5BH	2/13/2020 1:39 PM
145	TN15 6RU	2/12/2020 8:46 AM
146	TN132AH	2/12/2020 8:09 AM
147	tn133hn	2/9/2020 6:08 PM
148	TN133XE	2/5/2020 8:02 PM
149	tn14 5au	2/4/2020 4:34 PM
150	TN13 1QL	2/3/2020 1:15 PM
151	Tn131qq	2/2/2020 12:20 AM
152	TN13 3EN	2/1/2020 1:45 PM
153	TN13 2HN	2/1/2020 1:38 PM
154	TN13 3AB	2/1/2020 10:14 AM
155	tn15 0sd	1/30/2020 5:47 PM
156	Tn133QG	1/30/2020 3:50 PM

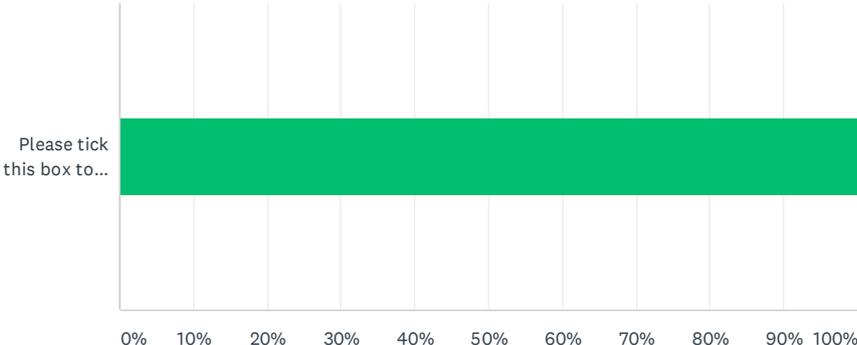
Q2 Please enter your name and email address

Answered: 152 Skipped: 4

ANSWER CHOICES	RESPONSES	
Name	99.34%	151
Address	95.39%	145
Email Address	99.34%	151

Q3 Sevenoaks Town Council's Privacy Policy

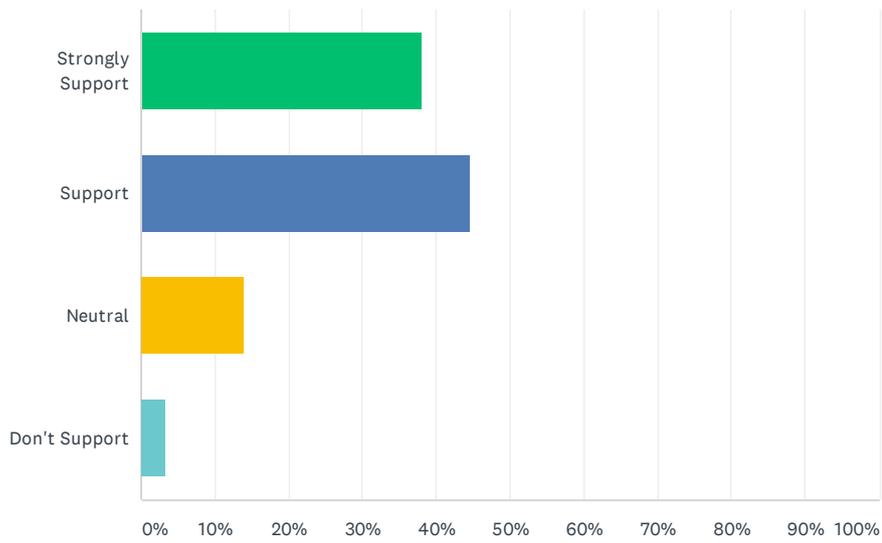
Answered: 151 Skipped: 5



ANSWER CHOICES	RESPONSES	
Please tick this box to confirm you have received and noted Sevenoaks Town Council's Privacy Policy	100.00%	151
Total Respondents: 151		

Q4 Do you support the Vision for Sevenoaks set out in the Draft Neighbourhood Plan?

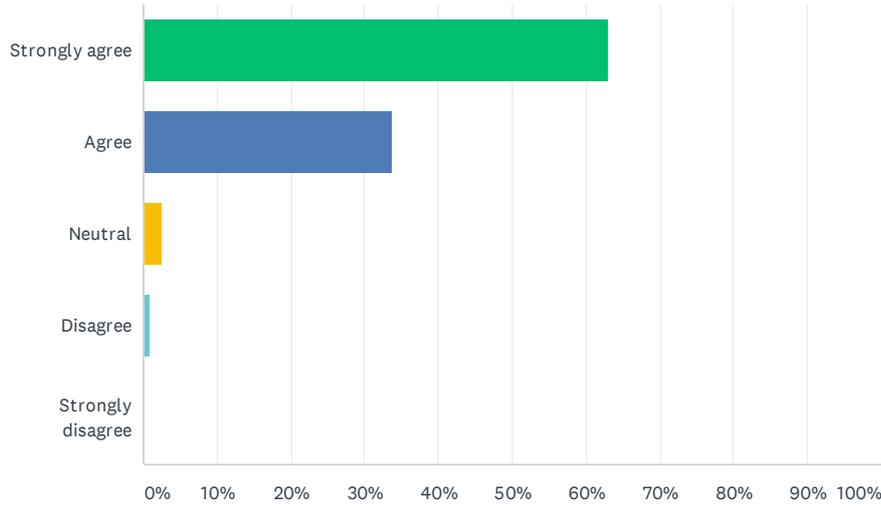
Answered: 121 Skipped: 35



ANSWER CHOICES	RESPONSES	
Strongly Support	38.02%	46
Support	44.63%	54
Neutral	14.05%	17
Don't Support	3.31%	4
TOTAL		121

Q5 OBJECTIVE ONE: To respect the town’s character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town’s historic assets

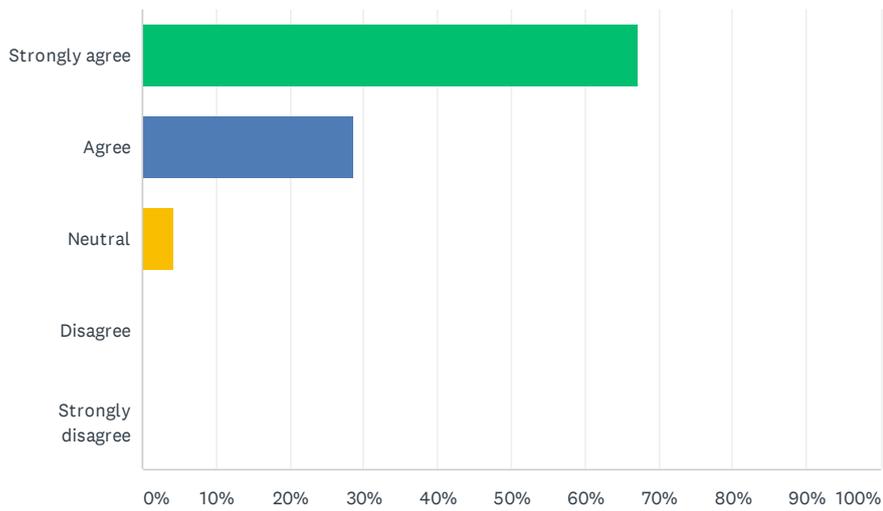
Answered: 119 Skipped: 37



ANSWER CHOICES	RESPONSES	
Strongly agree	63.03%	75
Agree	33.61%	40
Neutral	2.52%	3
Disagree	0.84%	1
Strongly disagree	0.00%	0
TOTAL		119

Q6 OBJECTIVE TWO: To protect views both to local landmarks and to the open countryside

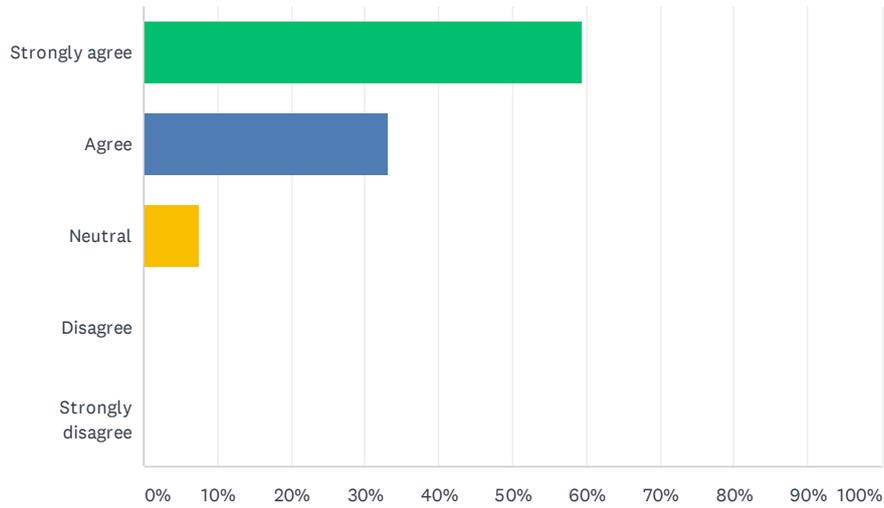
Answered: 119 Skipped: 37



ANSWER CHOICES	RESPONSES	
Strongly agree	67.23%	80
Agree	28.57%	34
Neutral	4.20%	5
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		119

Q7 OBJECTIVE THREE: To enhance the gateways / arrival points into the town to create a more welcoming impression

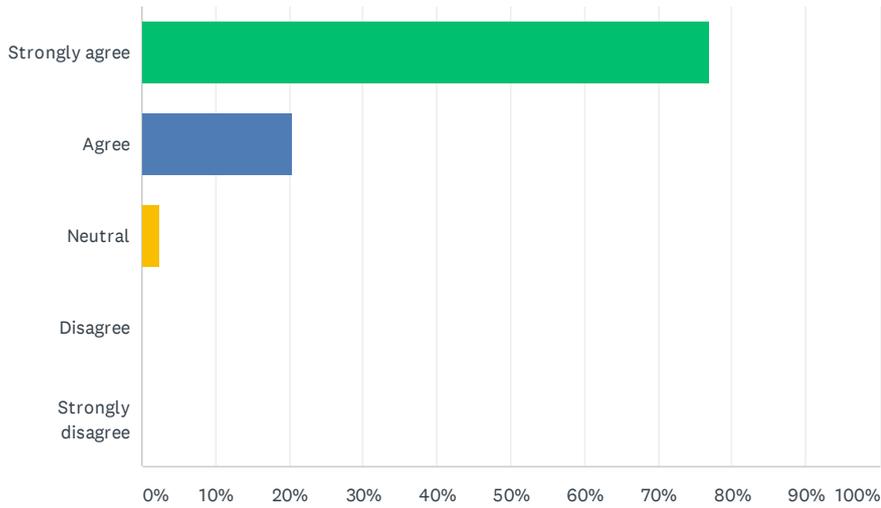
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	59.32%	70
Agree	33.05%	39
Neutral	7.63%	9
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		118

Q8 OBJECTIVE FOUR: To recognise the significant contribution that trees and hedgerows make to the town’s character and biodiversity

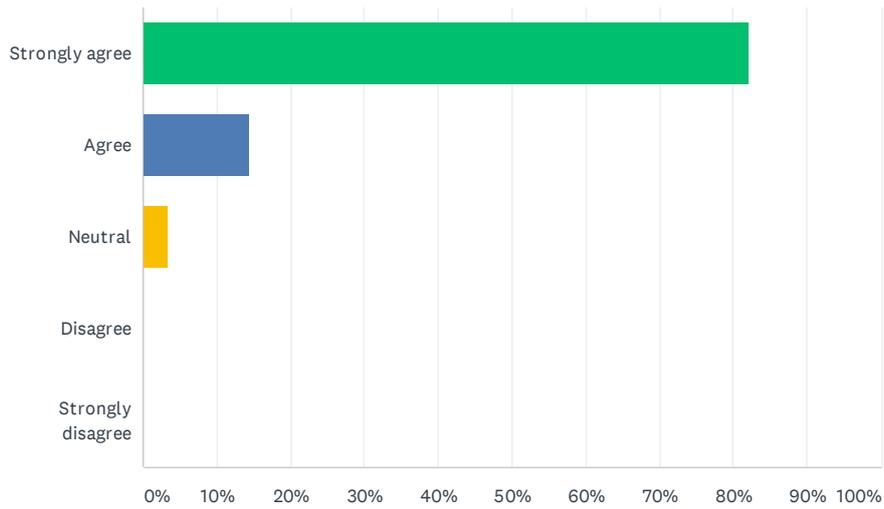
Answered: 117 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly agree	76.92%	90
Agree	20.51%	24
Neutral	2.56%	3
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		117

Q9 OBJECTIVE FIVE: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure

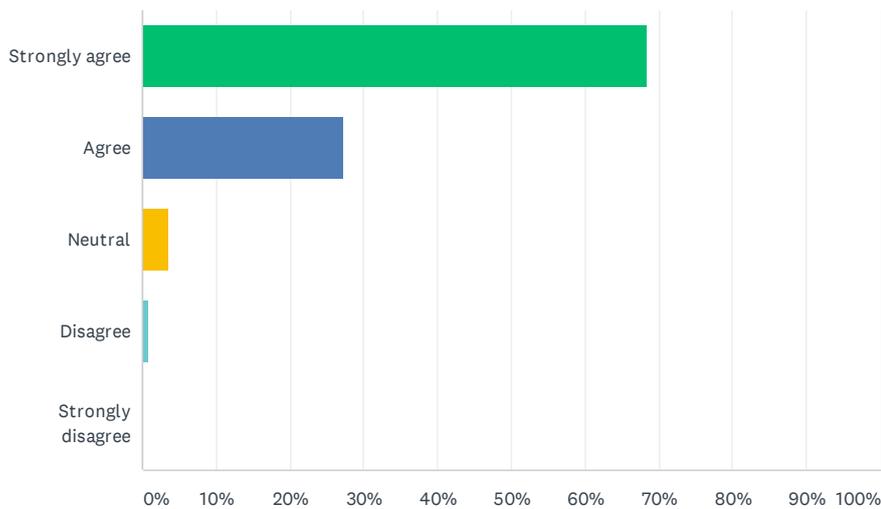
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	82.20%	97
Agree	14.41%	17
Neutral	3.39%	4
Disagree	0.00%	0
Strongly disagree	0.00%	0
TOTAL		118

Q10 OBJECTIVE SIX: To work with the District Council and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

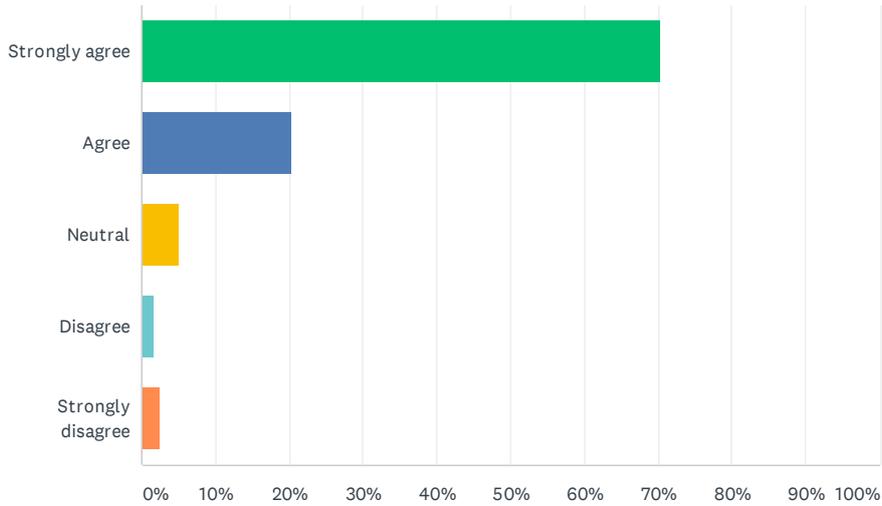
Answered: 114 Skipped: 42



ANSWER CHOICES	RESPONSES	
Strongly agree	68.42%	78
Agree	27.19%	31
Neutral	3.51%	4
Disagree	0.88%	1
Strongly disagree	0.00%	0
TOTAL		114

Q11 OBJECTIVE SEVEN: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car

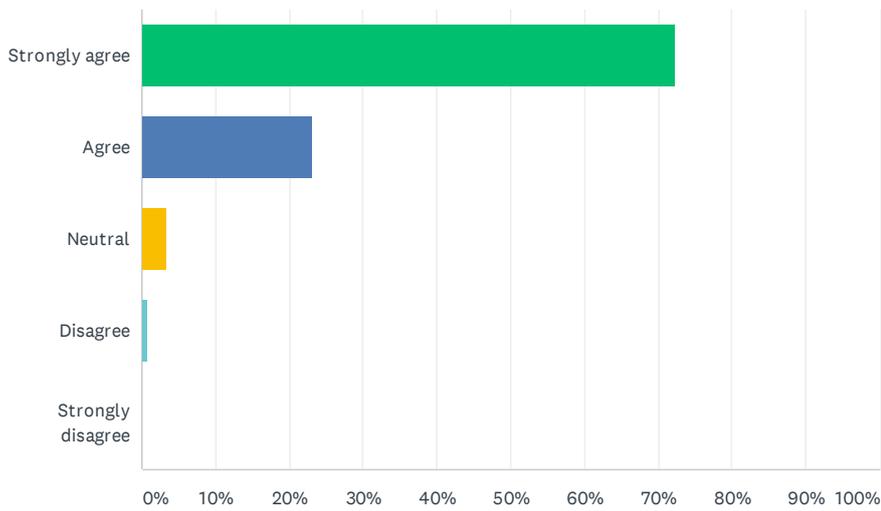
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	70.34%	83
Agree	20.34%	24
Neutral	5.08%	6
Disagree	1.69%	2
Strongly disagree	2.54%	3
TOTAL		118

Q12 OBJECTIVE EIGHT: To deliver public realm enhancements to improve the pedestrian experience in the town

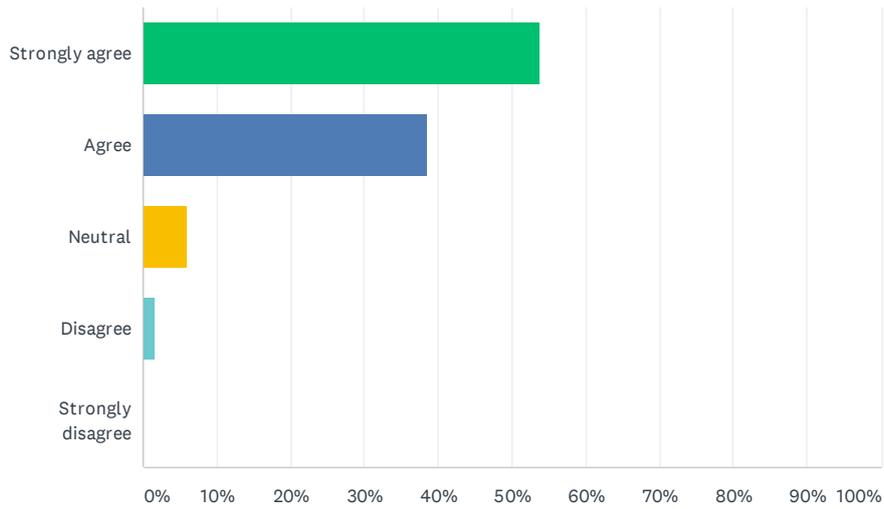
Answered: 116 Skipped: 40



ANSWER CHOICES	RESPONSES	
Strongly agree	72.41%	84
Agree	23.28%	27
Neutral	3.45%	4
Disagree	0.86%	1
Strongly disagree	0.00%	0
TOTAL		116

Q13 OBJECTIVE NINE: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre

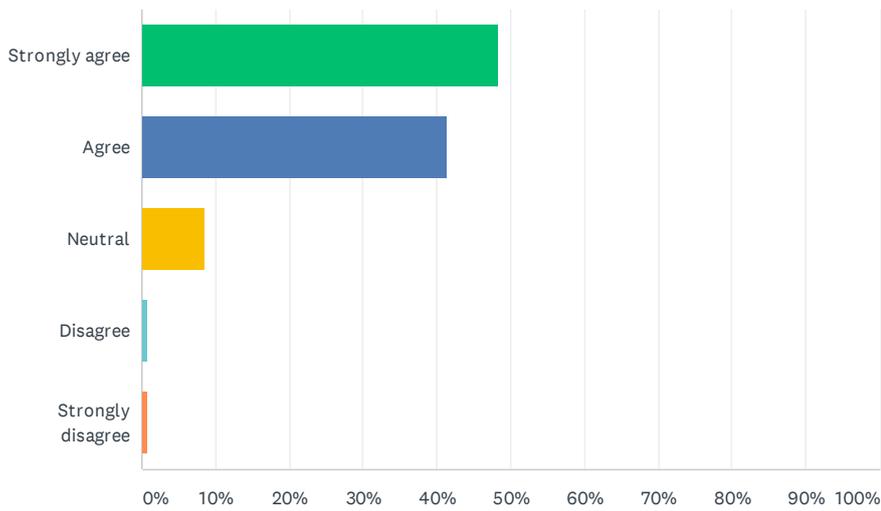
Answered: 117 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly agree	53.85%	63
Agree	38.46%	45
Neutral	5.98%	7
Disagree	1.71%	2
Strongly disagree	0.00%	0
TOTAL		117

Q14 OBJECTIVE TEN: To consolidate and enhance both the town centre and secondary shopping areas

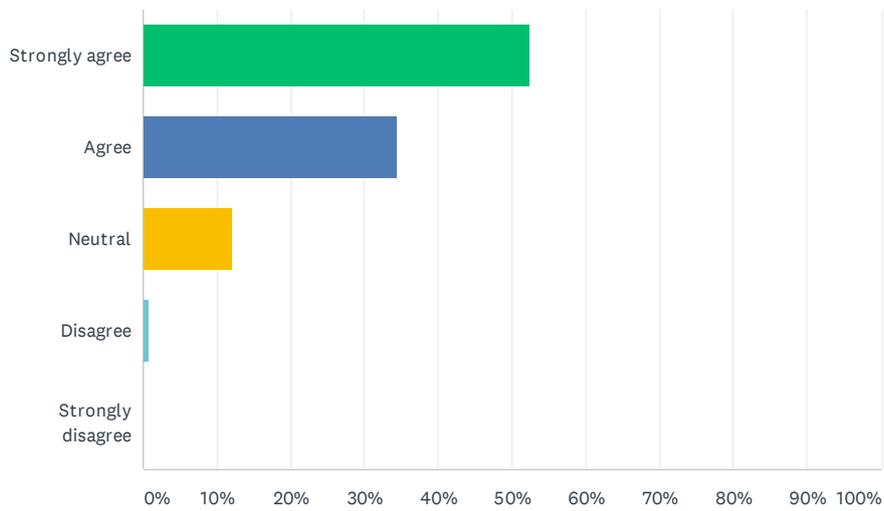
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	48.31%	57
Agree	41.53%	49
Neutral	8.47%	10
Disagree	0.85%	1
Strongly disagree	0.85%	1
TOTAL		118

Q15 OBJECTIVE ELEVEN: To deliver enhanced community assets for the town

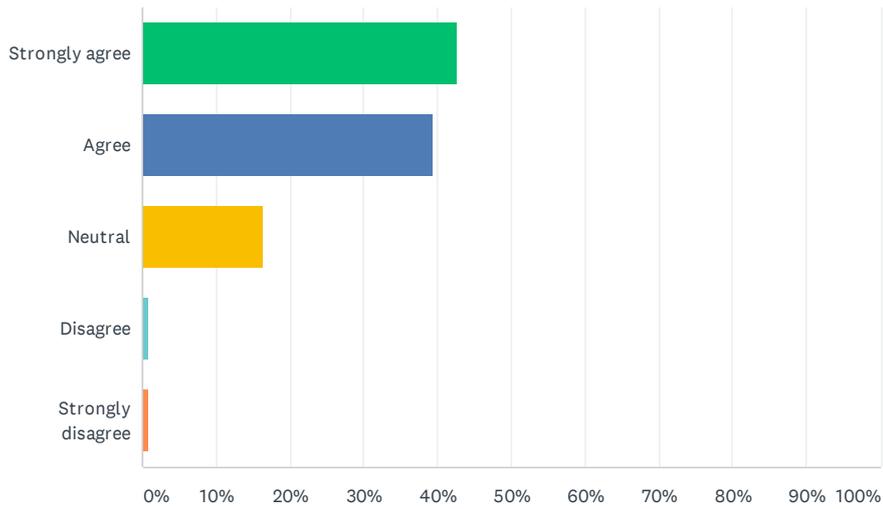
Answered: 116 Skipped: 40



ANSWER CHOICES	RESPONSES	
Strongly agree	52.59%	61
Agree	34.48%	40
Neutral	12.07%	14
Disagree	0.86%	1
Strongly disagree	0.00%	0
TOTAL		116

Q16 OBJECTIVE TWELVE: To develop and promote a cultural quarter in the town centre and to enhance the town’s cultural offer and improve access to existing cultural assets

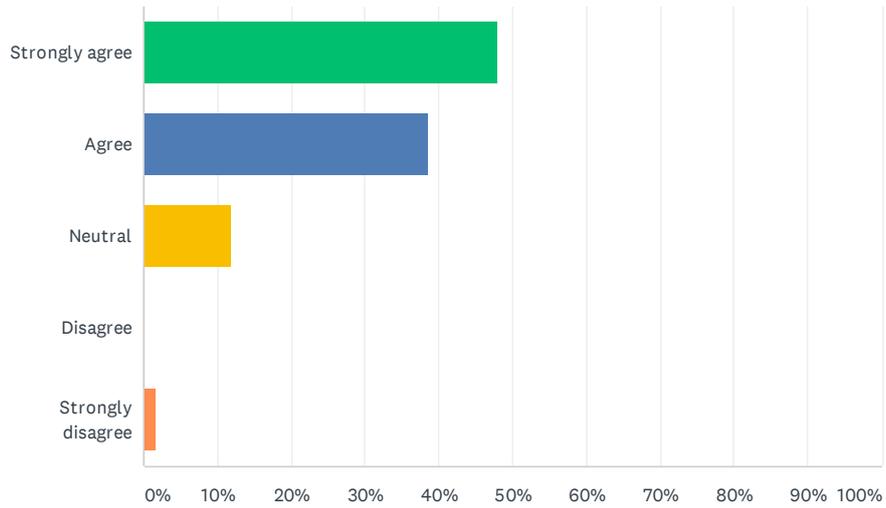
Answered: 117 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly agree	42.74%	50
Agree	39.32%	46
Neutral	16.24%	19
Disagree	0.85%	1
Strongly disagree	0.85%	1
TOTAL		117

Q17 OBJECTIVE THIRTEEN: To deliver enhanced recreational and sports facilities for the town

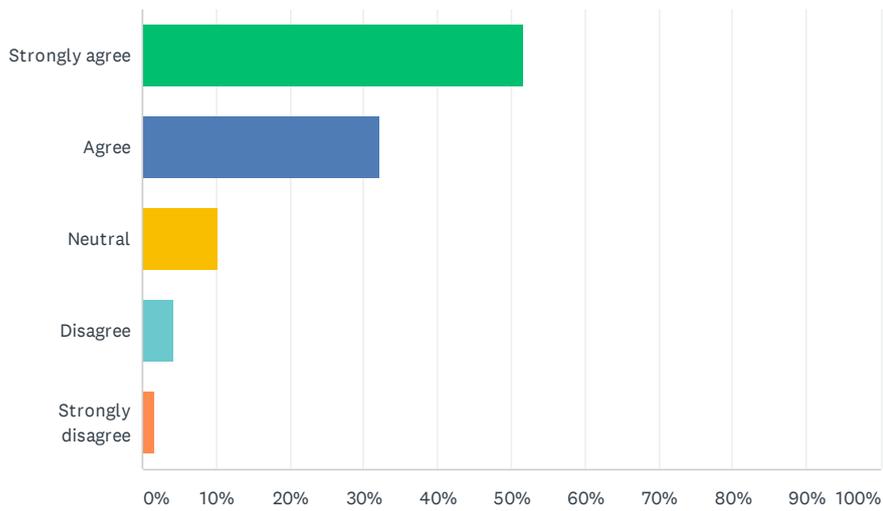
Answered: 117 Skipped: 39



ANSWER CHOICES	RESPONSES	
Strongly agree	47.86%	56
Agree	38.46%	45
Neutral	11.97%	14
Disagree	0.00%	0
Strongly disagree	1.71%	2
TOTAL		117

Q18 OBJECTIVE FOURTEEN: To promote high quality development that enhances the town and consolidates vacant or under-utilised land

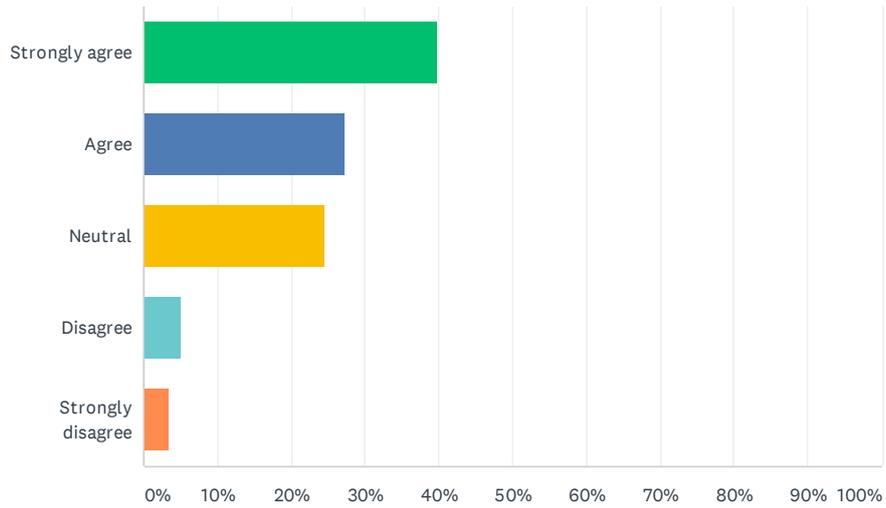
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	51.69%	61
Agree	32.20%	38
Neutral	10.17%	12
Disagree	4.24%	5
Strongly disagree	1.69%	2
TOTAL		118

Q19 OBJECTIVE FIFTEEN: To deliver a range of new homes to meet local needs

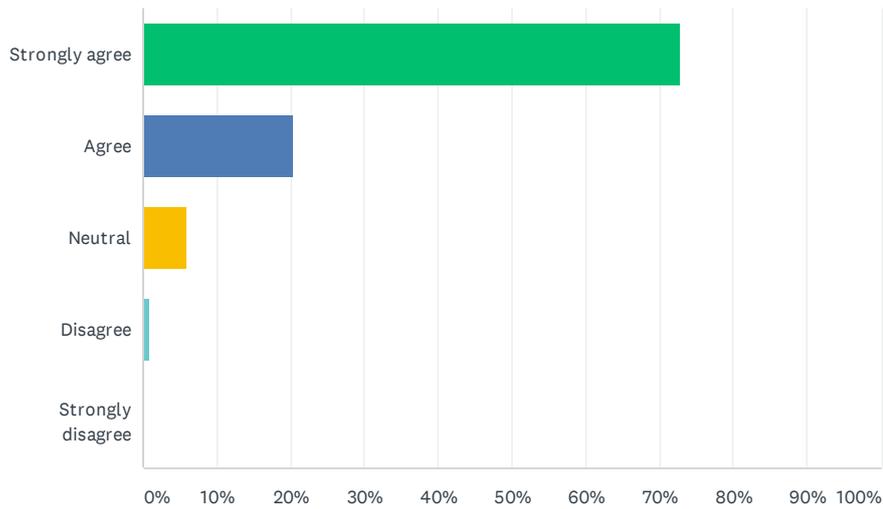
Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	39.83%	47
Agree	27.12%	32
Neutral	24.58%	29
Disagree	5.08%	6
Strongly disagree	3.39%	4
TOTAL		118

Q20 OBJECTIVE SIXTEEN: To provide homes that are energy efficient and minimise environmental impact

Answered: 118 Skipped: 38



ANSWER CHOICES	RESPONSES	
Strongly agree	72.88%	86
Agree	20.34%	24
Neutral	5.93%	7
Disagree	0.85%	1
Strongly disagree	0.00%	0
TOTAL		118

**Q21 Please enter any further comments about the Neighbourhood Plan
in the box below**

Answered: 91 Skipped: 65

Sevenoaks Town Council Neighbourhood Plan Public Consultation

#	RESPONSES	DATE
1	All policies should be reviewed in the light of the imperative need to mitigate and adapt to climate change. Those relating to the development should include a requirement to achieve biodiversity net gain, and in those areas where major redevelopment is planned new and existing green spaces should be linked to create wildlife corridors through the urban area. The development of Northern Sevenoaks provides a particular opportunity to achieve this. The Town Council also has opportunities on its own sites to model the adaptation to mitigate and adapt to climate change required in our townscape through the provision of dedicated cycle routes, electric charging points, and tree planting e.g at Hollybush Recreation Ground.	3/31/2020 10:50 PM
2	Transport, Environment and Housing are key and have been neglected for too long	3/31/2020 3:29 PM
3	Any development should not be on greenbelt.	3/30/2020 11:43 PM
4	Areas which are absent in the plan; Regeneration of area outside One Stop (Seal Road) Whilst the plan concentrates on the aesthetic improvement of the area, it fails to address this eyesore outside the shop. Better maintenance of the Mill Pond Again, this would improve the appearance of the area. After much investment it is a shame it's not being maintained. Area's of concern in the plan: Use Farm Lane, Greatness Lane and Mill Lane as access/exit to the new housing estate. These roads are in a high density residential area and do not have the capacity. 2. Reduction of the already limited open space at Greatness Recreation Ground by building a Multi Use Games Area.	3/30/2020 10:44 PM
5	I am concerned about the use of Farm Lane, Greatness Lane and Mill Lane as access/exit to the new housing estate. These roads are busy and clogged with on street parking and it would be dangerous to increase the traffic. Multi use games area in Greatness Park - same as above, it is a nightmare trying to drive down Mill Lane as it is but if you increase traffic and parking with a bigger facility, it will be impossible. Mill Pond - a lot of money and effort went into rejuvenating this area and it is not being kept up. Such a waste.	3/30/2020 8:09 PM
6	Disappointing that some of the material - most notably the Transport Strategy - is very out of date (and progress has clearly been slow). The questionnaire can be answered without reading the Plan - i.e. it doesn't ask questions about the Plan's proposals.	3/30/2020 11:53 AM
7	It's been noted there is no mention of improvement area outside One Stop. At a previous town meeting this was raised, but appears to be missing. The Mill Pond has a lot of time and money spent on it and it's now been totally neglected. In the past two years there've been no ducklings!! For a Council that is trying to promote green spaces, you appear to neglect them and try to take them away. As for putting the MUGA on the greatness recreation ground, it's another way of removing more green space for all to enjoy and not enhancing it. Especially at a time like this where people are not able to travel, just proves the necessity to save the open space. If this MUGA is needed, it would be better suited at the community centre which as the title suggests it's for the community. The proposal to allow traffic for new homes from the quarry to exit out via Farm Rd and up Greatness Lane or even Mill Lane would be completely preposterous. Have you actually properly reviewed this? The traffic flow on Greatness Lane is horrendous at any time of day. Vehicles are parked on both sides if the road does not allow for any kind of flow of traffic. Mill Lane is a complete nightmare on days where both the Town Football Club and the Hope Church have things going on. Some days it's not safe to enter or exit Mill Lane due to the cars being parked right up to the junction. Kids are crossing that road to go to the state park and it's a wonder and a blessing no one has been hurt or worse as they dash out from between the cars on their bike etc.	3/29/2020 6:04 PM
8	Parking is far too expensive. Those that wish to come to Sevenoaks are put off, this negatively impacts all business and should be much cheaper. For those that work in the town and have no choice but to drive, it is an unfair tax. There should be residents or workers parking schemes with huge discounts.	3/29/2020 5:53 PM
9	The plan is comprehensive and will provide a bright future for Sevenoaks.	3/29/2020 4:35 PM
10	I support the maintenance and development of allotments	3/27/2020 10:06 PM
11	The local responsibility to reduce pollution must be addressed quickly. However, like other communities, Sevenoaks seems to be in denial that the pollution caused by traffic is considerable. Improving traffic flow, reducing queuing, stop/starting, braking and accelerating would achieve huge improvements. There are clear and obvious traffic flow problems, notably around Sevenoaks School, Knole Park traffic entrance and the junction of High Street and London Road at the 'Fountain'. The School should be required to provide improvements by removing the traffic queues through new road and school entrance designs. In the town centre, a one-way circuit clockwise around Pemboke Road, High Street and London Road might help. Another considerable challenge requiring attention is the poor road access to the town's library, swimming pool, car parks, major supermarket and bus	3/27/2020 11:46 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

station among other things, whereby all traffic has no option but to enter via Suffolk Way. Why not move the bus station to Bligh's Meadow and create traffic flow around Suffolk Way, the existing bus station (Buckhurst Lane), south along High Street and onto the above-mentioned one-way circuit, pedestrianising High St between the Suffolk Way lights (thereby redundant) and Buckhurst Lane?

12	The draft plan hints at an attractive future for Sevenoaks Town. The sooner it delivers the better. ⁷	3/27/2020 9:07 AM
13	I would like Sevenoaks to be bold and pioneering in banning HGVs from the town centre. I would also encourage the town to be closed to all vehicles (perhaps except electric vehicles) during certain hours. Pollution and congestion needs to be urgently addressed. The prized heritage assets around Sevenoaks School, St Nicholas Church, Raley's Corner etc have for too long been treated with contempt by lorries and the pursuit of economic progress. Other towns would be protecting and doing everything possible to celebrate this heritage not turning a blind eye to it. Sevenoaks School purports to have a climate change conscious and yet every morning there is a constant stream of diesel 4x4s dropping off children. What restrictions or surveys have they run to monitor this inconsistency in message.	3/27/2020 7:55 AM
14	I am in support of this plan, but would like to note that any housing needs to put the needs of local people first. Though this is a commuter town, local people like me and my partner (who have lived here for 32 years) who are both key workers, are now going to be forced out of Sevenoaks due to the rocketing house prices. This shouldn't be happening and I would hope any new developments would address this.	3/27/2020 7:16 AM
15	I think the plans are very exciting and can only enhance the wonderful quality of life most Sennockians are already lucky to benefit from.	3/27/2020 5:02 AM
16	Reduce car journeys into town.	3/26/2020 8:42 PM
17	More must be done to either stop or discourage large lorries / vehicles from driving through the main town centre. Many during the day, probably never have any business in the town, using it as a 'cut-through'. A 'one-way' system should operate through the town, using the London & Dartford roads running a 'North/South' rule. Areas outside of the station are currently disgusting!! What visitors must think?!	3/26/2020 9:37 AM
18	Roundabout at Bat & Ball might ease traffic but would make crossing the roads impossible for pedestrians and very dangerous for cyclists. This junction needs to be entirely re-thought.	3/13/2020 6:08 PM
19	Hello I feel it is hard to disagree with any of your priorities as these are sensible. I would stress the importance of preserving the allotments in the Quakers Hill Lane as green space are getting under pressure. I have also done work with Kent Wildlife Trust and they need all the support we can give them. Best wishes with the plan. JP Darque	3/13/2020 5:59 PM
20	I am a Sevenoaks resident. I am very keen that real emphasis is placed on developing more social housing and affordable housing, to help accommodate those of modest means (including small numbers of vulnerable refugees that the Town, District and County Councils have generously agreed to welcome into our community). The town centre is not nearly as attractive as it could be because of the dominance of the private car. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to "enable" a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport in due course. If I use my bike when visiting Sevenoaks, it is not a nice experience. High volume and high speed traffic dominates the roads. The town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes. Humphrey Pring	3/13/2020 5:10 PM
21	1. Objective 7 - I support a coordinated approach to transport that encourages the use of sustainable modes of transport, ESPECIALLY walking and cycling to reduce pollution levels etc. I do believe that the centre could be considerably improved by reducing car access, particularly to the High Street which should be pedestrianised. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. A network of safe and pleasant cycling and walking routes needs to be developed in order to facilitate a modal shift to active and sustainable travel. The town should develop, with SDC and KCC, a Local Cycling and Walking Infrastructure Plan. Work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes. Start to implement the recommendations of the Sevenoaks District Cycle Strategy - urgently needed given the expansion of the schools at Wilderess and the new	3/13/2020 12:26 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

housing development plans for N Sevenoaks. 2. Please fix the pavements and roads which are in a serious of disrepair. Thank you for asking and listening!

22	West Kent is pleased to see how the consultations have resulted in this well thought through and presented Neighbourhood Plan. We support the intentions it contains and will continue to work with both the Town and District Councils to help shape and deliver this vision. Our own site at 101 London Road is at a major junction and its redevelopment could be a part of your solution in the life of this Plan.	3/13/2020 12:11 PM
23	1. Thank you to the Officers and Councillors for their efforts in respect of the NDP - the overall strategic objectives are commendable to improve our Town, but I would strongly urge going further and faster to reduce the dominance of the car and to promote active travel with all the associated benefits. 2. I have indicated "Strongly Disagree" to the Objective 7. I wholly support "a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels", but do not support, on an unqualified basis, "ensuring that the centre is still accessible by car". I believe that the centre would be considerably enhanced by making it a place for people and not for cars. This could be easy achieved by the pedestrianisation of the High Str from Pembroke Rd to the intersection with London Rd. There is good access to the to the High Street shopping area from Blighs parking, Waitrose parking and the new Town multi-storey parking facility. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to enable a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport. Further, The town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes. The development of good cycle routes/infrastructure is made all the more pressing by the expansion of the schools at Wilderness and the new housing development plans for Northern Sevenoaks. 3. Please reduce light pollution in our Town by eliminating excessive lighting wherever possible (without compromising the safety of residents).	3/13/2020 11:13 AM
24	Protect allotment sites Affordable housing	3/13/2020 8:53 AM
25	The ability of the Town Council to deliver is determined by a range of issues, none the least of which is finance and the time to plan for significant projects. The themes are all laudable but probably the most difficult one is movement and public realm where words such as promotes and supports does little to convey the urgency of action that attaches itself to this theme. Sevenoaks Town Council has made Climate Change and Carbon Neutral Initiatives its No 1 Priority. In its Winter 2020 edition of Town Crier it states that it will start work on the creation of an Action Plan to review issues that relate to this priority. I would be very pleased to actively participate in discussions to develop this local Action Plan.	3/13/2020 8:19 AM
26	Far more needs to be done to reduce the impacts of cars in Sevenoaks than the Plan proposes. Dedicated cycling and pedestrian facilities must be provided to provide safe and fully accessible routes throughout the Town. Additionally, 20mph zones must be installed everywhere apart from on the most major of through routes.	3/12/2020 8:53 PM
27	To preserve and support the areas of Allotments in the Sevenoaks area	3/12/2020 8:01 PM
28	I wish to make two points 1. Any right-minded individual who has the interests of the environment in which they live will answer 'Strongly Agree' or 'Agree' to all these questions but would find it difficult to rank them in order without a comprehensive cost benefit analysis. The Council should not use the results of this consultation to go ahead in a hung-ho fashion implementing all the objectives (probably using expensive consultants) and using this as an excuse to increase Council taxes. I believe further consultation, with a proper cost benefit analysis, is needed so that consultees have an idea of the costs and sufficient information to rank the desirability of the objectives. 2. As you will see from my postcode, I live in Seal Parish and so am, theoretically, not permitted to comment. I moved to Sevenoaks as a child in 1955, lived in Pinewood Avenue until 1964, then in Chipstead to 1971. From 1976 to 1993, I lived in White Hart Wood, before moving to Seal. We do most of our shopping in Sevenoaks; I went to both primary and secondary school in Sevenoaks; we go to many sporting and leisure events in Sevenoaks; for years I played for various Sevenoaks-based sports teams; my wife and I have been (and still are) involved as volunteers with several Sevenoaks-based schools, organisations and charities and we regard Sevenoaks as 'our town'. It is invidious that we are regarded as outsiders for this consultation. At a residents association meeting on Sunday (the area covered by the association is in both Seal Parish and Sevenoaks Town) the deputy mayor of Sevenoaks said in reply to my question that I was entitled to comment on the plan. This is not clear from the documentation.	3/12/2020 6:06 PM
29	consideration should be given to electric powered transport -i.e. charging points and	3/12/2020 5:12 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

provision of electric bicycles lower speed limits in residential streets and width barriers to prevent large commercial vehicles more street trees to be planted and front garden planting to be encouraged and more trees protected preserve, develop and celebrate the allotment sites with greater access for the public smaller and more frequent buses with lower fares devolved management and 'friends groups' for recreational facilities no new development without adequate parking space all new development to be integrated into a landscaped, child friendly design End

30	There is a desperate need for safe cycle paths to improve the general health and safety of cyclists and potential cyclists	3/12/2020 12:38 PM
31	A lot of motherhood and apple-pie here. Much more active intervention needed to discourage car use and increase pedestrian and cycle use and so dramatically increase the attractiveness of the town centre and an improvement of air quality which is lamentably low in parts of the town centre. This will involve infrastructural change and a dramatic increase in the frequency and user-orientated flexibility of bus services. Mere encouragement of non-car movement is all too passive. Similarly far more radical interventions are needed to enhance the commercial and cultural quality of the town centre. Sevenoaks is a very widely appreciated town centre and draws people in from beyond the town. But it needs imaginative and real support for business and for cultural transformation - eg the compulsory purchase of the Tesco site and its conversion to an indoor market with spaces for small business uses and creative activities as well as the provision of affordable homes on the upper floors with the parking space at the rear greened into a public garden. The Kaleidoscope Library and Gallery should be brought into the town centre by converting the car park separating it from the centre into a garden and outdoor event space.	3/12/2020 12:34 PM
32	As a cycling instructor I teach children to cycle on Sevenoaks roads. The speed of vehicles on residential streets is dangerous to cyclists and pedestrians with drivers rat running down these streets. Some of these streets have speed humps but they're ineffectual given the number of SUVs and 4x4 in Sevenoaks. I consider Sevenoaks to be one of the worst towns I know to be a cyclist or pedestrian in. The main shopping street could easily be traffic free, rather than having cars passing so close on narrow sections of road/pavement.	3/11/2020 10:21 PM
33	Policy E3 : the intention to develop new car-parks is contrary to the intention to encourage walking/cycling as the principle mode of local transport. Policy D4 : states that key-worker housing would be required where the applicant (ie the developer) "demonstrates a need"; no developer is likely to seek out a reason for including (un-profitable) key-worker homes.	3/11/2020 7:26 PM
34	I am not a Sevenoaks resident but I am a frequent visitor. I have therefore commented "neutral" to many of the questions. I offer the perspective of a visitor. The town centre is not nearly as attractive as it could be because of the dominance of the private car. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to "enable" a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport for active travel in due course. If I use my bike when visiting Sevenoaks, it is not a nice experience. High volume and high speed traffic dominates the roads. The town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes.	3/11/2020 5:35 PM
35	I agree with promotion of cycling and walking in the town centre but there are currently way too many cars, lorries and other motor vehicles. Sevenoaks should look at the excellent work being carried out by an increasing number of London boroughs to promote cycling, walking and public transport and significantly reduce the number of unnecessary car journeys in town.	3/11/2020 5:04 PM
36	As a father of 4 young kids, I am constantly disappointed how dominant the car is in our town, compared to other towns I visit. It seems there is almost nowhere in the built-up part of Sevenoaks where there isn't an imminent threat from traffic, whether on foot or on two wheels. We urgently need to take a more continental approach to our town: the town is for people, not for cars. Bike lanes (proper ones, not just an afterthought) and more pedestrianisation. Revive the High Street, cut pollution, get people more active, have a positive impact on climate change. Be brave, create a town centre that people want to spend time in. Go to continental Europe (Holland, Germany etc.) and look at what they do.	3/11/2020 4:40 PM
37	Focus on the station experience would be welcome - a pedestrian bridge to the station is essential as the current position where pedestrians are crossing London road is very unsafe and the pedestrian crossing offers limited opportunities for crossing, particularly for those approaching from Mount Harry Road.	3/11/2020 2:44 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

38	No building new houses on land. would effect Traffic pollution schools doctors etc More social council housing needed as area unaffordable for first time local buyers	3/11/2020 9:34 AM
39	<p>strongly disagree with the plan to build on the Greatness green belt. The green belt was enacted in the 1950's for the very reason of stopping expansion of urban sprawl. The History of the Greatness area has been Agricultural pasture land and open space, the vast majority of the area, the grounds for grand estates like Knole, Bradbourne, Kippington, Wilderness, Greatness etc. not urban residential or retail commercial properties. The area at Mill Lane has been situated on a tributary of the river Darent fed from a natural spring still located in the Pine woods at Mill pond wood, in which was found historic relics of the bronze age. This area is steeped in history. The Old Mill which came under protection several years ago, was the latest in a reincarnation of mills on the same waterway in place for century's, it was demolished and replaced with residential buildings. The Historic Weavers cottages were also pulled down . The sewer system in this area is over 100 years old and struggled to maintain the existing residence's but nothing was done to upgrade with the new buildings. The river was directed into a culvert, and a road built over it to access the new builds. this cannot be widened. These sewer pipes, in a rain, back up, causing the manholes to over flow with raw sewage and effluent, which flows and dries along Mill Lane. This over flow eventually flows into the river along the grounds of Greatness estate, where the current scouts hut is situated, along the back of the new homes built on farm road and into what used to be a Natural spring supplying the Watercress beds, that were back filled, built over and houses placed. This is a known flood plane. The river continues to Sainsburys parking lot and on a good day so does the sewage. The junction of Mill Lane, Greatness Lane and Farm road was built for horse and cart, they were never intended for semi trailers, dump trucks and arctic lorries. The traffic of the numerous lorries laden with supply's for each residence intended, bricks, lumbar, windows, roofing, siding, tiles, pipes, etc (about one every few minutes) trying to navigate this area is laughable. The dust, noise, and poor air quality of living on a construction site for years, not to mention the skill required to dodge traffic, buses, and parked residents vehicles, the sharp bends, 90* turns and tight nature of the road, would make this an impractical and costly option. the roads are in disrepair at the moment, increased traffic on these cramped roads, will cause more breakdown. The workers vehicles, the inspectors vehicles, every subcontractor crew, will all take a toll on the residents and home owners. the Abacus building on the corner of Farm road, I believe also has a listed building (wall) which will be at risk with heavy equipment being in and out in such a tight space. Egress from Farm road corner today is difficult, there are 2 options, Mill Lane and Greatness Lane. both enter Seal road at different points, Seal road Backs up every day and both junctions on to Seal road become stagnant. traffic is at a standstill. all the way to the problematic Bat N Ball junction, which also backs up. there is a cyclist lane which causes traffic problems, and a bus-stop chicane that stops turning traffic from progressing and increases the hold up. more traffic on these road (800 new homes!) will not make egress better. there is no where to widen. the history of the village was not one of large lorries and buses and thousands of vehicles. the Greatness Brick works was opened up by the greatness farm, to help with the existing Otford brickworks with the extra bricks needed to build the first Council Housing post war for returning soldiers and their families. This was 'exceptional circumstance'; extending Tarmac Ltd's contract was not, that was about money, not for the betterment of Northern Sevenoaks country side. Again stipulated in the history of Northern Sevenoaks, " the land to the north of Sevenoaks was largely agricultural with a number of estates including, Wilderness, Bradbourne, Greatness, and Montreal." Most development was focused around the town center, London road and High Street to the south. The Greatness area is in the green belt, to protect the countryside setting from development. Tarmac Ltd contracted to extend their contract time and more than double their gravel extraction site with a stipulated promise, that the land be returned, leveled and replanted to green belt at the end of the contract. At the junction of Farm road and Watercress, there is a Public right of way that extends northward to Otford. this has currently been somewhat diverted? with mesh fencing, the path is usable but a little bit of a hostile environment, having to pass through the Tarmac grounds. again this is public right of way for a very long time, and is walked. this cuts right through the proposed site. At the end of Tarmac's contract the 'existing lake' (a pit dug to extract and filled up with water) will be "remodeled" (filled in) and moved to the north east quadrant of the site (filled in and a new lake dug in a place where building lake front homes can be fit in to the plan) Again the plan is to develop this, this site is currently Green Belt to protect the countryside setting from development. To build on the Green Belt (designed to protect the countryside setting from development.) requires the Sevenoaks District Council to identify exceptional circumstance, in order to remove the Greatness site from the green belt. 71% of residents want to Protect the Green Belt. We do not want to build on the green belt. There are shops and flats and homes sitting empty, in Sevenoaks. There have been numerous beautiful old buildings demolished and rebuilt with no consideration for the history of the town, so I am incredulous when I read of how Sevenoaks is protective of its history. The problem is not in the number available it is usually in the cost to buy or rent. Building more will not improve that.</p>	3/11/2020 4:06 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

infrastructure and repair is needed. The shortsightedness of some who think 'the way' is to give up cars and encourage people to walk more, or cycle more, will be giving up their's? it is not practical when you have errands to run, are elderly or have small children and live in cold, wet, snowy, England. Why does Sevenoaks require a sailing lake? we have lakes, we have bird sanctuary, we have a football pitch, what we need is to maintain our county side with wild animals and hedgerows and trees, so we dont flow into the next town. Take some of Knole grounds to build on. I have read the proposal and struggle to find the 'exceptional circumstance' that require a sailing lake, and cycle path in Northan Sevenoaks. The Greatness site is not, easy access, it IS on the green belt, and we, 71% of the people, do not want our green belt taken, for 1% of cyclists and the wealthy to have lake front homes. We also do not want an influx of 800? cars at our already congested junctions or years of dusty dirty arctic vehicles rumbling through our neighborhood roads outside our homes, this will impact the quality of life and decrease property values. think, would you want that out side your home. There are so many issues and problems with this plan and as someone who has lived in Sevenoaks and seen the changes I am hart-broken. I understand progress, but take a look at the high street shops. look at the roof line there is no excuse for that, if you are indeed protecting your history. look at 'theCastle' pub, it looks nothing like it did , look at the Gate house on the corner of Hillingdon, look at "the Mill" mill lane, all protected buildings. look what happened to the beautiful old Victorian "North Side" next to the council office Bradbourne, pulled down , now ugly flats and still no parking. it is shameful. and the plan is to build 800 homes on the green belt, designed to protect the land from exactly that. yes we want to protect our way of life, yes we want to protect our history, yes we want to protect our country side, yes we want to uphold the green belt. NO we dont want to build an estate of homes and a lake at the Greatness site. No we dont want egress through Mill Lane, Greatness Lane or Farm Road. I find your questionnaires to be self serving, there is no place to say we dont want the green belt built on so I am saying it. We do not want the green belt at the Greatness site in Northern Sevenoaks, built upon. thank you.

40	<p>A few years ago i was if the undersranding that the area outside the one stop shop near bat and ball would be cleaned up/developed etc nothing has happened whatsoever and the area looks dreadful. Also the Millpond is in a really sorry state and i feel for any wildlife that may come across it. It is full of silt now and looks deceptively shallow at certain areas which i consider to be incredibly dangerous. Both these areas i have mentioned are the only two entry and exit points to the greatness estate and i think its an area of Sevenoaks that gets hugely overlooked. Frankly its an embarrassment. The park by the end of Watercress Drive is often overgrown and unkept looking and the play equipment covered in moss (i have only taken my kids there two times for this reason) and the green space behind it is secluded and somewhere i wouldnt want my kids going. Greatness park play area really lets the whole park down. Its no way near as good as other parks in sevenoaks and children over 4 get bored very quickly there. A better park, a public toliet and a cafe in the summer months (like the Hollybush) would really improve the park for local families in the area. It all seems to be about the football club. The skate park has often had broken glass in it and litter so again, younger kids are missing out. Dogs mess is a recurring problem up and down the lane as well as litter which my 11 year old daughter has often gone out picking up filling bags at a time. The weeds that grow in the cracks of the pavement by the wall on the left hand side of greatness lane last year were left to grow to ridiculous heights before anything was done. Finally the junction at the top of Greatness lane is a nightmare. Hard to get out, hard to get in. Hard to cross the crossing on foot as there is often cars stationary in traffic, parked over the keep clear area and /or the actual crossing. Things can get very heated with people using hillingdon instead of waiting for the eternity of the lights going down hill (probably due to both eastbound and westbound green lights meaning anyone turning right towards sainsburys has to wait for the whole of the oncoming traffic to pass first before turning, often meaning only two or three cars making that right turn, do so and the traffic on the hill barely changing in a cycle of the lights) All this isnt helped by the damn seagull lady whom at 2.45 pm at least twice a week sits at the bus stop opposite the one stop shop making sandwiches on the litter bin and throwing food for the gulls which all descend on a busy five point junction at school pick up times. The birds fight and drop food in the road and its hazardous driving as well as being littering and encouraging pests right behind the minor injury unit. The area of grass that they are fed on hasnt grown in so long now, it is just a bare patch of soiled earth.</p>	3/11/2020 12:02 AM
41	<p>1. Transport + infrastructure is required first. Road system already creaking. 2. Amenities like Sevenoaks Hospital MUST stay --> increased people --> increased medical needs. 3. Consider reopening closed Beecham train lines! 4. Promote use of quarries like 'Marley + others' --> low density housing. 5. Prevent Articulated lorries using A25 + town centre!! 6. Build 4G rugby pitch at SRFC. 7. POTHOLES!!!! --> SORT IT OUT!! 8. Start 'Sevenoaks Day' --> something the district can celebrate.</p>	3/10/2020 4:01 PM
42	<p>Local infrastructure is already under maximum pressure (schools, GP + health services, roads etc) + any further large-scale buildings of homes + roads, plus population growth, will</p>	3/10/2020 3:01 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

increase pressures, increase congestion + reduce quality of life. Over 1,000 new homes in an already congested area (Bat + Ball) will increase road traffic, congestion + pollution + put more pressure on overstretched infrastructure + concreting over the environment increases flood risk. If proceeded with, the development must have its own GP surgery + other facilities, + new homes + buildings should be low or zero carbon. Sevenoaks Wildlife Reserve should remain a place where the priority is the wildlife + not promoted as another recreational area. Poor planning decisions have been detrimental to Sevenoaks, eg the huge BT Building near the station + the long - derelict Farmers pub site. It is important that local people are consulted on all major plans and developments.

43	The commitment to protect the Quaker Hall allotments for use as allotments is welcomed and supported.	3/10/2020 12:08 PM
44	It is essential that the Town Council will protect the allotments in the town on the Quakers Hall Lane site. These are essential to the wellbeing of our community. I also strongly support the provision of additional allotments in the town at Bradbourne Vale Road.	3/10/2020 11:40 AM
45	<p>Please see attached sheets for comments on 1/ Arrival experience 2/ Publicly accessible open spaces 3/ Access to Tarmac Ltd site development phase 1 4/ Inclusion of Seal Road Post Office in the 'St John's Village' Secondary Shopping area 5/ Positioning of proposed MUGA ATTACHED SHEETS CONTENT: Theme 1 Objective Policy C8: arrival experience, enhancement of gateways. a) Seal Road between Mill Lane and Bat & Ball junction, travelling westbound. Visually agreeable for queueing traffic, with a range of housing styles, apart from two eyesores. The Mill Pond is the responsibility of SDC, who need to dredge and maintain it, and Kent highways needs to do something about the unsightly mud bath in the middle of the pavement outside the One Stop shop. Both items have been frequently brought to attention of these authorities but progress is slow or static. b) the photo on p44 of the refurbished Bat & Ball station building gives the misleading impression that passengers can now pass through a well-lit booking hall. Arrival experience including exit to the road from the Sevenoaks-bound platform via the path at the side of the building, has not changed. Theme 2 Objective 5 Aim L4, L5: publicly accessible open spaces. Please include in the Plan the historic Mill Pond at the junction of Mill Lane and Seal Road. A few years ago this pond was renovated and enhanced with a generous Cory grant, adding a walkway and benches. It served for some time as a compact nature reserve, but an influx of silt in 2016 from a building project upstream and a lack of maintenance by SDC and Kent Highways has seen it reverting to an overgrown seedbed. It needs to be given as much attention as the proposed Bradbourne Lakes project to restore it, as it is a natural asset, visible from the A25, contributes to the character of the Greatness area and deserves to be preserved. At present it creates an impression of neglect. The Plan also fails to mention it on p88 (Open spaces and other landscape assets) Page 69: Tarmac Ltd site development At a recent meeting regarding the development of the site, representatives from Tarmac suggested that a portion of the development on the south of the site could take place before the quarry was finally closed, using Greatness Lane and Mill Lane as access roads until the current quarry road (past Bat & Ball Station) became available. Although a feasibility traffic study had been carried out by Kent Highways, local residents know that both these roads have poor nightlines at their junctions with the A25 (Seal Road) and are often difficult and dangerous to exit. Traffic from an extra 150 houses would add to the congestion. The pledge to "carefully manage vehicular access" is not possible in this case. Page 74pp: a) Wrong date for Bat & Ball Station: 1862, not 1865. Correct on p82. b) 'St John's Village' as a secondary shopping centre Please extend the area covered by the 'village' to include the two shops on the corner of Greatness Lane and Seal Road, as they are easily accessible to the 'village' via a Pelican crossing. The One Stop shop has the only surviving sub-Post Office in Sevenoaks. The Plan refers to these as a "small row of shops" on p112; the Post Office has special importance to both the St John's and Greatness communities. Also, a misprint - the shops are at the junction of Greatness Lane and Seal Road, not Seal Hollow Road. Page 116: Replacement of the tennis courts at the Community Centre with a MUGA at Greatness Recreation Ground The site for the new MUGA shown on the Plan as placed at the edge of the steep bank to the west of the football ground, overlooking the rear gardens of several houses in Mill Lane. If the MUGA is proposed to be floodlit and used in the evening, this will have a major impact on the residents, being much nearer than the football pitch and more exposed. I hope this proposal will be reconsidered, as the rebuilt Community Centre is now keeping its original footprint, so space for a MUGA should be available there, in a non-residential area.</p>	3/10/2020 11:01 AM
46	<p>If north Sevenoaks is to have significant new housing the road infrastructure must be improved by installing east and west facing slip roads on Otford Road to the M26. Congestion problems at Bat & Ball junction are primarily caused by vehicles entering and exiting the Sainsbury's store, the traffic light sensors detect no movement and set the traffic light at the bottom of St John's Hill to red resulting in traffic backing up, sometimes to the top of St John's Hill. I disagree with 20 mph speed limits, vehicles are not designed to operate at this speed, and at this speed create much more noise and air pollution. There is no point in</p>	3/9/2020 11:18 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

promoting cycling in Sevenoaks, too many hills. Bat & Ball station has a large covered cycle parking area, it is not used.

47	A Vision for Sevenoaks I agree that the town centre should provide a good mix of shops, including many independent traders. How will the council ensure this happens? How much of this area does the council actually own? For premises that it does not own, how can the council ensure that the rents are affordable to those it wishes to attract? Can the council set business rates which will make it attractive for the retailers it wants to attract? "Walking and cycling will be the standard mode of travel" - Buses are important for older residents, those with very young children and those with heavy shopping to take home, particularly in wet weather! Theme One Objective Three Policy C8: Sevenoaks Station - It is important to resolve the situation on the site of The Farmers, on the corner of Hitchen Hatch Lane, as it is an eyesore and does not create a welcoming impression. Theme Two Objective Five Aim L4: Will the council support Kent Wildlife Trust financially? Theme Three Objective Seven Policy M8: An increase in buses during rush hour would be helpful. For example the last bus on Route 8 leaves the town at 3 pm, meaning that those who need to leave the town centre later than this have to use their cars. Objective Eight Policy M11: This is VERY URGENT. The Town Council might identify locations where repairs are necessary, but what power does it have to ensure that the District Council carries out the recommendations? Themes Four and Six: Support is mentioned a number of times. Is this financial? Theme Five Aim COM4: I feel that an amphitheatre should come fairly low down on the council's budgeting strategy.	3/9/2020 5:18 PM
48	It would help if the plan started with accurate maps. You do not include Christ Church URC in any map or location e.g p.70 & p.115. The plan mentions the need to develop & use the Vestry Estate without mentioning this outside the plan area.	3/9/2020 3:07 PM
49	I'd really like to see more benches, bins etc around as our population is getting older they will become more essential.	3/9/2020 10:53 AM
50	The Plan is ambitious and has vision. However I am not convinced these aspirations will be achieved. One the greatest challenges that impacts the objectives with regard to pedestrian access and cycling ways is parking in the residential areas. House prices prevent children buying or renting housing. The number of cars per household has increased dramatically. On street parking by residents, commuters and workers is beyond breaking point. Pavement parking in many roads is a danger to pedestrians and parking laws appears not to be enforced. The current trend of developers to convert houses and shops into flats without parking provision has exacerbated the problem. The Plan needs a core aim to reduce the number of cars in the town. The aim for better bus services is to be commended but it needs to go hand-in-hand with a drive to get residents to use the buses. Bus journeys therefore need to be financially attractive and regular. The environmental objective with regard to hedges is to be commended because of their well known impact on wildlife. However why does the Council use totally inappropriate methods to trim them? The machines uses to trim roadside hedges, bushes and trees does more harm than good. The result is not attractive in any way and the trees along Otford road on the approach to Bat & Ball is just one example. Yet a key policy objective in the Plan is to enhance the entrances to the town. Whilst the objective to encourage a diverse range of shops in the town is to be commended the practicality of achieving this objective will be extremely challenging. The current collection of charity and coffee shops provides an air of decline. It does not encourage visitors travelling through the town to stop to shop. It is going to need something special to turn around the shopping experience in the town. Achieving the objectives is going to require a combined effort by many organisations and the people of Sevenoaks. I am concerned that the delegation of different responsibilities to the various organisations (town, district, county) will bedevil many of these excellent objectives in the Plan. I have yet to be convinced that the current political ideology in Kent has the mind-set to make these objectives real.	3/9/2020 10:33 AM
51	excellent overall	3/8/2020 10:20 PM
52	The protection of the quakers hall allotments is vital both for the users and as a "green lung" for the town. The development of the station area needs to be brought under control. Its fast becoming a faceless "anytown". The fact that the "farmers" site owners were granted an extension to their permission despite no work taking place and evidence provided was farcical. The council should have taken the opportunity when it was there. A solution needs to be found to mitigate traffic through the town centre.	3/8/2020 11:54 AM
53	Less development, fewer cars, more green spaces and countryside.	3/8/2020 5:37 AM
54	I strongly support the protection of quakers hall lane and Bradbourne vale road allotments. These should not be affected by any development as they are an essential part of the community and a beautiful green area	3/7/2020 9:57 AM
55	I believe that affordable housing should be built, and the more expensive housing that is built should have tax levy on it to help the council to pay for affordable housing. I also believe that	3/7/2020 9:39 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

increase pressures, increase congestion + reduce quality of life. Over 1,000 new homes in an already congested area (Bat + Ball) will increase road traffic, congestion + pollution + put more pressure on overstretched infrastructure + concreting over the environment increases flood risk. If proceeded with, the development must have its own GP surgery + other facilities, + new homes + buildings should be low or zero carbon. Sevenoaks Wildlife Reserve should remain a place where the priority is the wildlife + not promoted as another recreational area. Poor planning decisions have been detrimental to Sevenoaks, eg the huge BT Building near the station + the long - derelict Farmers pub site. It is important that local people are consulted on all major plans and developments.

43	The commitment to protect the Quaker Hall allotments for use as allotments is welcomed and supported.	3/10/2020 12:08 PM
44	It is essential that the Town Council will protect the allotments in the town on the Quakers Hall Lane site. These are essential to the wellbeing of our community. I also strongly support the provision of additional allotments in the town at Bradbourne Vale Road.	3/10/2020 11:40 AM
45	<p>Please see attached sheets for comments on 1/ Arrival experience 2/ Publicly accessible open spaces 3/ Access to Tarmac Ltd site development phase 1 4/ Inclusion of Seal Road Post Office in the 'St John's Village' Secondary Shopping area 5/ Positioning of proposed MUGA ATTACHED SHEETS CONTENT: Theme 1 Objective Policy C8: arrival experience, enhancement of gateways. a) Seal Road between Mill Lane and Bat & Ball junction, travelling westbound. Visually agreeable for queueing traffic, with a range of housing styles, apart from two eyesores. The Mill Pond is the responsibility of SDC, who need to dredge and maintain it, and Kent highways needs to do something about the unsightly mud bath in the middle of the pavement outside the One Stop shop. Both items have been frequently brought to attention of these authorities but progress is slow or static. b) the photo on p44 of the refurbished Bat & Ball station building gives the misleading impression that passengers can now pass through a well-lit booking hall. Arrival experience including exit to the road from the Sevenoaks-bound platform via the path at the side of the building, has not changed. Theme 2 Objective 5 Aim L4, L5: publicly accessible open spaces. Please include in the Plan the historic Mill Pond at the junction of Mill Lane and Seal Road. A few years ago this pond was renovated and enhanced with a generous Cory grant, adding a walkway and benches. It served for some time as a compact nature reserve, but an influx of silt in 2016 from a building project upstream and a lack of maintenance by SDC and Kent Highways has seen it reverting to an overgrown seedbed. It needs to be given as much attention as the proposed Bradbourne Lakes project to restore it, as it is a natural asset, visible from the A25, contributes to the character of the Greatness area and deserves to be preserved. At present it creates an impression of neglect. The Plan also fails to mention it on p88 (Open spaces and other landscape assets) Page 69: Tarmac Ltd site development At a recent meeting regarding the development of the site, representatives from Tarmac suggested that a portion of the development on the south of the site could take place before the quarry was finally closed, using Greatness Lane and Mill Lane as access roads until the current quarry road (past Bat & Ball Station) became available. Although a feasibility traffic study had been carried out by Kent Highways, local residents know that both these roads have poor nightlines at their junctions with the A25 (Seal Road) and are often difficult and dangerous to exit. Traffic from an extra 150 houses would add to the congestion. The pledge to "carefully manage vehicular access" is not possible in this case. Page 74pp: a) Wrong date for Bat & Ball Station: 1862, not 1865. Correct on p82. b) 'St John's Village' as a secondary shopping centre Please extend the area covered by the 'village' to include the two shops on the corner of Greatness Lane and Seal Road, as they are easily accessible to the 'village' via a Pelican crossing. The One Stop shop has the only surviving sub-Post Office in Sevenoaks. The Plan refers to these as a "small row of shops" on p112; the Post Office has special importance to both the St John's and Greatness communities. Also, a misprint - the shops are at the junction of Greatness Lane and Seal Road, not Seal Hollow Road. Page 116: Replacement of the tennis courts at the Community Centre with a MUGA at Greatness Recreation Ground The site for the new MUGA shown on the Plan as placed at the edge of the steep bank to the west of the football ground, overlooking the rear gardens of several houses in Mill Lane. If the MUGA is proposed to be floodlit and used in the evening, this will have a major impact on the residents, being much nearer than the football pitch and more exposed. I hope this proposal will be reconsidered, as the rebuilt Community Centre is now keeping its original footprint, so space for a MUGA should be available there, in a non-residential area.</p>	3/10/2020 11:01 AM
46	<p>If north Sevenoaks is to have significant new housing the road infrastructure must be improved by installing east and west facing slip roads on Otford Road to the M26. Congestion problems at Bat & Ball junction are primarily caused by vehicles entering and exiting the Sainsbury's store, the traffic light sensors detect no movement and set the traffic light at the bottom of St John's Hill to red resulting in traffic backing up, sometimes to the top of St John's Hill. I disagree with 20 mph speed limits, vehicles are not designed to operate at this speed, and at this speed create much more noise and air pollution. There is no point in</p>	3/9/2020 11:18 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

promoting cycling in Sevenoaks, too many hills. Bat & Ball station has a large covered cycle parking area, it is not used.

47	A Vision for Sevenoaks I agree that the town centre should provide a good mix of shops, including many independent traders. How will the council ensure this happens? How much of this area does the council actually own? For premises that it does not own, how can the council ensure that the rents are affordable to those it wishes to attract? Can the council set business rates which will make it attractive for the retailers it wants to attract? "Walking and cycling will be the standard mode of travel" - Buses are important for older residents, those with very young children and those with heavy shopping to take home, particularly in wet weather! Theme One Objective Three Policy C8: Sevenoaks Station - It is important to resolve the situation on the site of The Farmers, on the corner of Hitchen Hatch Lane, as it is an eyesore and does not create a welcoming impression. Theme Two Objective Five Aim L4: Will the council support Kent Wildlife Trust financially? Theme Three Objective Seven Policy M8: An increase in buses during rush hour would be helpful. For example the last bus on Route 8 leaves the town at 3 pm, meaning that those who need to leave the town centre later than this have to use their cars. Objective Eight Policy M11: This is VERY URGENT. The Town Council might identify locations where repairs are necessary, but what power does it have to ensure that the District Council carries out the recommendations? Themes Four and Six: Support is mentioned a number of times. Is this financial? Theme Five Aim COM4: I feel that an amphitheatre should come fairly low down on the council's budgeting strategy.	3/9/2020 5:18 PM
48	It would help if the plan started with accurate maps. You do not include Christ Church URC in any map or location e.g p.70 & p.115. The plan mentions the need to develop & use the Vestry Estate without mentioning this outside the plan area.	3/9/2020 3:07 PM
49	I'd really like to see more benches, bins etc around as our population is getting older they will become more essential.	3/9/2020 10:53 AM
50	The Plan is ambitious and has vision. However I am not convinced these aspirations will be achieved. One the greatest challenges that impacts the objectives with regard to pedestrian access and cycling ways is parking in the residential areas. House prices prevent children buying or renting housing. The number of cars per household has increased dramatically. On street parking by residents, commuters and workers is beyond breaking point. Pavement parking in many roads is a danger to pedestrians and parking laws appears not to be enforced. The current trend of developers to convert houses and shops into flats without parking provision has exacerbated the problem. The Plan needs a core aim to reduce the number of cars in the town. The aim for better bus services is to be commended but it needs to go hand-in-hand with a drive to get residents to use the buses. Bus journeys therefore need to be financially attractive and regular. The environmental objective with regard to hedges is to be commended because of their well known impact on wildlife. However why does the Council use totally inappropriate methods to trim them? The machines used to trim roadside hedges, bushes and trees does more harm than good. The result is not attractive in any way and the trees along Otford road on the approach to Bat & Ball is just one example. Yet a key policy objective in the Plan is to enhance the entrances to the town. Whilst the objective to encourage a diverse range of shops in the town is to be commended the practicality of achieving this objective will be extremely challenging. The current collection of charity and coffee shops provides an air of decline. It does not encourage visitors travelling through the town to stop to shop. It is going to need something special to turn around the shopping experience in the town. Achieving the objectives is going to require a combined effort by many organisations and the people of Sevenoaks. I am concerned that the delegation of different responsibilities to the various organisations (town, district, county) will bedevil many of these excellent objectives in the Plan. I have yet to be convinced that the current political ideology in Kent has the mind-set to make these objectives real.	3/9/2020 10:33 AM
51	excellent overall	3/8/2020 10:20 PM
52	The protection of the quakers hall allotments is vital both for the users and as a "green lung" for the town. The development of the station area needs to be brought under control. Its fast becoming a faceless "anytown". The fact that the "farmers" site owners were granted an extension to their permission despite no work taking place and evidence provided was farcical. The council should have taken the opportunity when it was there. A solution needs to be found to mitigate traffic through the town centre.	3/8/2020 11:54 AM
53	Less development, fewer cars, more green spaces and countryside.	3/8/2020 5:37 AM
54	I strongly support the protection of quakers hall lane and Bradbourne vale road allotments. These should not be affected by any development as they are an essential part of the community and a beautiful green area	3/7/2020 9:57 AM
55	I believe that affordable housing should be built, and the more expensive housing that is built should have tax levy on it to help the council to pay for affordable housing. I also believe that	3/7/2020 9:39 AM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

green space, ie, playing fields, walking areas, allotments and trees and hedges should not be destroyed for this.

56	Prime objective must be zero carbon and the rest will and can follow	3/6/2020 10:17 PM
57	<p>The objectives set out under the seven key themes all seem very commendable. I am sure there will be a broad measure of agreement. But the detail of how these objectives are to be achieved is much more problematic. There seems to be a mismatch between the aspirations set out in the vision statement (that within a 20 year timeframe Sevenoaks will be one of the UK's first carbon zero towns where walking and cycling are the standard mode of travel with a network of safe walking and cycling routes that provide access to the town's schools and recreational and employment opportunities') and the policies and proposals in the draft Plan. Set against the shocking statement (p. 52 and 54 of the draft Plan) that 'the district has the lowest percentage of walking/cycling to work and education in the country' (I wondered if this was a misprint for 'county' - but either way it is poor) the gap seems unbridgeable without a much clearer focus on positive action. The Integrated Transport Strategy document produced prior to the development of the draft Neighbourhood Plan talks about plans for a pedestrian audit. It is not clear from the draft Plan whether this was ever done? Likewise the proposals for 'A Safe Routes to School' audit to be undertaken in conjunction with each of the main schools in the town? Some work has been undertaken in response to the Integrated Transport Strategy (and all credit is due to the Town Council for work on the Bat and Ball Station and the No 8 bus route) but for the most part the underlying assumption seems to be that people will travel by car. One clear example is provided by the policies and proposals put forward for areas lying either side of the A25 Bradbourne Vale Road. There are proposals to make more of the Sevenoaks Wildlife Reserve and of Bradbourne Lakes. Mention is made of plans to improve the Northern St Johns neighbourhood shopping area and to provide a new community centre adjoining the Bat and Ball station. But nowhere in the draft Plan is there any recognition that, for the most part, getting to these places on foot means crossing the A25. In linking the draft Neighbourhood Plan with the North Sevenoaks Masterplan, it is noted that the study area is dominated by heavy traffic running along the A25 and A225 roads and that these act as barriers between Northern Sevenoaks, the town centre and the surrounding countryside. The draft Neighbourhood Plan mentions – again – the need to improve pedestrian facilities at the Bat and Ball junction. This was flagged also in the Integrated Transport Strategy – apparently without any action being taken despite increases in the number of schoolchildren potentially trying to cross the road at that point. But the fact is that, with the possible exception of the underpass at Knole Academy, which is geared to cars rather than pedestrians, there is not a single safe place to cross the A25 on foot for the entire length of this busy road from the Bat and Ball junction westwards to the junction with the A224. There is much to commend in the draft Plan. I welcome the proposals to improve the cultural quarter and to protect the Quakers' Hall Lane allotment site. I also welcome the intention to improve the look of the area at specific points within the neighbourhood and proposals for leisure paths within the Nature Reserve and elsewhere. The proposals to enhance the town's bus services and to encourage the provision of real time travel information are great (although these need to be combined with much greater frequency of service). But alongside better public transport provision, I would wish to see much more emphasis on the practicalities of enabling adults and children to get to work, to school or to the shops safely and conveniently on foot. At the most basic level, this means enabling them to get across the roads. I would want to see pedestrian access and the implications for vehicle movement as key factors to be taken into account in all proposals for new development whether for housing, education or employment. It should be a given that any proposal likely to increase traffic movement should be accompanied by proposals for appropriate mitigating action. I see little point in providing additional sports and recreational facilities if adults and children have to be delivered to them by car. The draft Neighbourhood Plan has been a long time in its making and, over the intervening years, perceptions of the current climate emergency and of the actions that need to be taken have changed. I feel that in setting the framework for the next 20 years and in seeking to meet the aspirations set out in the vision statement, the draft Plan needs to adapt accordingly.</p>	3/6/2020 12:59 PM
58	<p>comments continued. (My library computer time ran out as I kept missing how to start the questionnaire and then when I went back to amend an answer I had to start again.) Objective 4 provided the trees are planted where the roots will not damage existing buildings. Objective 6 There is an urgent need for a direct bus from Sevenoaks to Pembury and Maidstone hospitals. objective 7 The number of elderly people in Sevenoaks is above average. Many of them are no longer able to cycle and find walking difficult. Meeting there needs should be the highest priority to prevent isolation. The ability to cycle across or down Knole Park reduces the need for cycle routes in the town and provides safe cycling. The town council could consider paying for any resurfacing caused by additional use of the park for cycling. Objective 14 The roads are already very congested particularly at peak times and the air quality is as a result poor. Consultation should take place with Knole to try and reduce the impact of visitors which regularly cause traffic jams in Sevenoaks at week ends and bank</p>	3/6/2020 12:28 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

holidays. Part of any vacant land should be designated for business use. There is a need for places for instance to repair cars or lawn mowers, repaint cars, or use as a builders yard. These should be kept within the community. Plus need for land for schools medical facilities and further sporting facilities to meet a growing population. Impact of housing on existing people must be considered, for instance there has been an increase danger of flooding following the building of houses in Grassy Lane and works to prevent them flooding has impacted badly on the Dean which has started flooding again. Any further housing in this or any are prone to flooding must not increase the flooding risk. Objective 15 Too many people moving into the area pushing out young locals. Could this be discussed with central government so, for instance a premium could be charged to people moving into the area to help subsidise housing for young locals. Could consideration be given to encourage elderly to share with the young rather than push the elderly out to small elderly accommodation away from the friends and neighbours they know.

59	objective 1 such a shame this has not been followed leaving us with ugly expensive boxes that won't sell and inappropriate for the area architectural features Appreciate incorporating the history of the town in place names eg Wickenden, Lennard, Garth, Bosville & Farnaby. Suggest Those whose lives cut short eg James Bosville christened 9.5.1651(James) Philadelphia Lennard c 21.1.1599(Philadelphia) or those who had no chance such as Memphelila Skell (b12.12.1591) (Memphelila) and Beatrice Woodbine (B 1.3.16320 (Woodbine) or John Battie buried 17.5.1631 a blackmore or Indian or Italian Johannes De Ainatten (dde died of Plague buried 257.1625 or the gale family who lost five members to the plague. will send more	3/5/2020 11:53 AM
60	Strongly support the zero carbon initiatives and would like to see further steps for sustainable infrastructure - for example, a library of things; Brompton cycle lockers at the station (they have them in Tonbridge!).	3/5/2020 9:34 AM
61	Welcome constructive design review on large and important schemes and sites to achieve the highest quality -we must encourage sensitive yet contemporary design in our town. An annual high profile cultural event should be formulated and promoted in the town eg arts, literary or music festival that would appeal to younger generations as well as older.	3/4/2020 11:01 AM
62	Develop sites which have been left empty and derelict for years.	3/3/2020 12:41 PM
63	Need improved plan to improve air quality. Planting more trees. Cycle routes to reduce short car journeys, ban idling near schools, electric charging points for cars. Do NOT get rid of adult education centre.	3/3/2020 11:09 AM
64	Congratulations on a fully encompassing report. My wish / desire is to concentrate on resolving a solution to making the Sevenoaks Rail Station more friendly to "all users" and establish a gateway centre for all visitors / users to the "arrival" in Sevenoaks. It is a disgrace at present. 1) Pedestrians crossing road when railings in place 2) Poor Bus / Station line 2) Traffic chaos - especially rush hours - backing up past Riverhead to ByPass. 3) Lack of a solution for old Farmer site an eyesore. Why can't we set in place a project to think outside the box to redevelop the whole area. Up to now its been planning for just one post-station area; Apartment development Railway & Bicycle; Old Market area B. T. Building; Farmers site.	3/2/2020 2:01 PM
65	In supporting the Sevenoaks Town Council Neighbourhood Plan, I, and the neighbours I represent in Quarry Hill, call for the junction at Bat & Ball to be improved BEFORE new housing is built north of that junction; the current layout cannot cope with the traffic as it is. A new roundabout seems a sensible approach but this cannot wait until after phase 1 of the Tarmac housing development. We also have grave concerns about the increase in traffic along Seal Hollow Road due to the schools being built on the Wildernesse campus (which we welcome, and lack of crossing facilities south of Hillingdon Avenue. A zebra crossing is desperately needed south of the Blackhall Lane turnoff, for schoolchildren trying to reach their bus stop, and there is no safe way to reach the school campus at Wildernesse without repeatedly crossing Seal Hollow Road because pavements keep running out.	3/1/2020 5:49 PM
66	The proposed cycle route(s) trouble me as they show routes starting from the Otford/Farningham side of Sevenoaks, when in fact the ONLY cycle option when coming from Bromley/Orpington etc is via Polhill, totally the other side of Sevenoaks which is very dangerous - but a present there is no other option than to take this route. Surely more routes need to be planned from that side of Sevenoaks?	3/1/2020 7:32 AM
67	Sevenoaks Bicycle Users Group strongly endorses the vision to: 1) be one of the first carbon neutral towns in the UK; 2) be environmentally responsible and resource efficient; 3) have walking and cycling as the standard mode of travel with a network of safe walking and cycling routes; 4) build new buildings to the highest environmental standards. We would welcome the opportunity to work with the Council to achieve the active travel objectives and to review and refresh the Sevenoaks District Cycling Strategy, which despite being agreed	2/28/2020 4:13 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

everywhere. The reality is that pedestrians and public transport users are treated as completely insignificant and unimportant.

79	<p>Sevenoaks needs to address the climate emergency by radical change in this town plan. Transport and housing are key issues. RE: the 2020 SD Cycling Strategy. As someone who helped draw this up I know that there has been NO DESIRE on the part of SDC to implement it and nothing of any significance whatsoever has been done and Sevenoaks has a reputation for being anti cycling. This does not have to be the case in the future but a totally new way of thinking will need to be adopted. The only way to make cycling & walking the preference is to make massive changes to the infrastructure to make it safe and for car use to be penalised and costly This is what London is successfully doing with cycling super highways and the congestion charge. Park & Rise scenes are another option. Shrewsbury has a very efficient one. Buses should be the cheap and easy option for those not wishing to walk & cycle. To make cycling safer the roads of Sevenoaks will need to be marked out to give the width - usually 1.2M that is needed. If that means preventing car parking on the main roads to achieve this, so be it. That is exactly what is being achieved elsewhere and is essential if Sevenoaks is going to put meaningful action being its desirable words/ This change is not going to be cheap. Money is available from central government for these schemes if Sevenoaks takes the time and trouble to make the bids. So far it has failed to do so. These policies may not be popular in the short term but if we are to give our children and grandchildren the chance of a future where the world does not continue to warm at its unprecedented rate, they are essential. With regard to housing, this needs to be high density within the existing built up areas, or on brown field sites. The desmans for developers to build in this area will never be satisfied and so it is essential that the existing Green Belt policies are maintained or enhanced. I have lived in Dunton Green for 14 years having tried to get involved and influence positive change, and failed, it will be interesting to see if there really is the desire and will on the part of the Councillors to put the changes into effect.</p>	2/19/2020 3:33 PM
80	<p>Enhance gateway to town by compulsory purchase and redevelopment of Farmers site. Plant trees along streets. Need for informal recreation space and playgrounds, not allow organised sport to take over. Need for small units as well as affordable housing. To encourage people to walk rather than drive for short journeys means need for more pedestrian crossings and 20mph zones in residential areas. Lobby SDC not to increase parking charges as this deters shoppers and too expensive for low paid workers.</p>	2/19/2020 12:53 PM
81	<p>I notice that the Adult Education Centre is a potential site for conversion to housing and hope that another site will be made available for this A. Ed. H. Q., which is a busy and important hub for many people, particularly those in retirement. Thank you for the No. 8 bus, it is brilliant. I am glad to see on p.76 that you are committed to only allowing new development if the requirements for affordable housing are met + also include smaller units. Please adhere to this. There are people whose job is to get round this requirement.</p>	2/17/2020 1:07 PM
82	<p>How are the bus companies proposing to bus the proposed housing estate on the Station site? Should there be a road bridge linking the site with the Vestry area? The footbridge from Watercress Lane over at railway, improvements (including lighting) should be made to the area on the opposite side (rear of Swanzy Road / The Moor Road) with possible pedestrian link to the Vestry. A recent SRTA meeting drew attention to the illegal activity in the vicinity of the footbridge, making it dangerous to pedestrians after dark. This needs to be cleared up, albeit with care taken not to just move this activity somewhere else. Don't move the Wednesday market to the Saturday market site. Instead, lease with neighbouring councils to find a site that would enable the Wednesday market to grow back to its original size. Bus station has never been right since it moved to its present site. Put the bus station back where it was, albeit with vehicular access via Pembroke Road entrance to car park, in conjunction with one way supporting system. Why be so dogmatic about moving business from Bat & Ball area to Vestry estate? Why not keep some mixed-use facilities in the area? In any case, don't forget that the Vestry estate comes under Otford, not Sevenoaks! Has Otford Parish Council been consulted about this idea?</p>	2/13/2020 2:28 PM
83	<p>RE Object 12: Strongly support concept of developing/promoting cultural activities, but I'm less wedded to the term "Cultural Quarter" as it looks to cover significant part of town centre, which will also have the other typical components of a town centre What opportunities are there to include cultural considerations in the northern area? As well as residential & industrial. It already covers environmental & sporting activities, & including some element of cultural aims might make it even more "rounded" area.</p>	2/13/2020 1:42 PM
84	<p>A perceived safe cycling area in Sevenoaks is a major weakpoint. In many places separate cycling infrastructure is impractical, but a 20mph default speed limit in the town centre and all residential areas would be a great help. The use of private motor vehicles should be discouraged.</p>	2/12/2020 8:57 AM
85	<p>- format of questions of this survey needs improvement - no chance for bringing out nuance</p>	2/5/2020 8:23 PM

Sevenoaks Town Council Neighbourhood Plan Public Consultation

in each policy objective to provide more explanation of answer. - welcome the drive to promote new cycling and walking routes, however this needs to go much further to include cycle and pedestrian only roads and routes, protected space on heavily trafficked roads, and low trafficked neighbourhoods. - encourage greater 20mph roads - widespread implementation of advanced stop lines and cycle lanes as a mandatory measure when resurfacing - much better urban realm - take advantage of third party developments to ensure the public realm is high quality

86	<p>Whilst many excellent parts to the plan (which I won't list here) the plan was weak - on improving cycling access, key of which is safety. As a long-term resident of London and then Sevenoaks who drives a car and also cycles, Sevenoaks is particularly weak on ensuring cyclist safety on key routes. To encourage channel shift from cars to cycles the plan needs to could do a lot more to address reduction traffic/speed away from schools and backroads. Some example reducing speed of cars which regularly zoom up and down A25 in town (which I live on) at speeds WAY in excess of 30 mph, improving A25/A225 road layout from a cycling perspective, reducing the amount of heavy traffic (especially from quarry) on A25 particularly at peak times. Frankly its sometimes terrifying cycling in Sevenoaks, and a new route from Bat & Ball to Dunton Green won't solve this (though obviously good from a leisure perspective) as not many people have a need to travel from one to the other at peak weekday times. - no mention of promoting extending Oyster: visitors to 7oaks regularly can't understand why other areas outside London are within Oyster Zone but 7oaks isn't. - whilst understand A25 and A225 are strategic routes the queueing traffic and air quality at key points are poor. For example: improving pedestrian access at Bat & Ball junction, whilst laudable, won't do much to improve or encourage walking and cycling.</p>	2/4/2020 5:00 PM
87	<p>Seal Hollow Road needs to be widened in view of larger vehicles (cars & lorries being manufactured - a very dangerous rd.) Road surfaces throughout this town - very poor A temporary car park in high street next to traffic lights will create more congestion. Starter homes need to be started now - I have a friend who lives in his van because he cannot afford local homes. Many proposed sites for development - and real ambition shown by this plan - but very little sign of any action to progress them. Sevenoaks District Council slow to spend the pile of money they are sitting on.</p>	2/3/2020 1:21 PM
88	<p>I believe there is not enough easily accessible play parks for young children especially on the southern end of town. I live on Weald Road and don't have a pavement to push a buggy on and hold a dog on a lead and as a result don't feel safe walking into town. This also means that I have to drive if I want to get into town which is neither good for environment, healthy or pleasant as parking in town is so hard and expensive. Perhaps there could be something nice built in the Sevenoaks common or jointly in Knole Park.</p>	2/2/2020 12:26 AM
89	<p>I would like to be a sustainable town planner when I am older so this interests me greatly --> good plan! I feel that the area opposite the station could benefit from being a quiet park with benches and trees for people to wait in summer for their train or for people staying in the Premiere Inn to look at or simply as a small area for people arriving at the station to appreciate after work. I do not believe it should be built on, as it is already very built up around there.</p>	2/1/2020 1:50 PM
90	<p>The town's culture should definitely be maintained. I feel Bat and Ball development is more beneficial than development in the town centre eg E2 should be aimed in less developed town/areas of businesses, rather than encouraging even more tourists to the Sevenoaks high street. The high street itself can not really accomodate large numbers of people, the shops and cafes are fairly small so would get unpleasantly crowded and the pavements are too small / narrow - they would need to be at least as wide as the pavements for example in Tunbridge Wells to accommodate for these proposals. I also feel the need for a 'co-ordianted palette' of materials and street furniture is slightly unnecessary (M10).</p>	2/1/2020 1:44 PM
91	<p>Impossible not to agree with it entirely!</p>	2/1/2020 10:15 AM



APPENDIX J:

REGULATION 14 CONSULTATION SCHEDULE OF COMMENTS AND ACTIONS



Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
SDC RESPONSE					
1	Emma Coffin (Sevenoaks District Council) planning.policy@sevenoaks.gov.uk	2 April 2020	<p>As discussed in the meeting 4 March between the Town Council and District Council, you are aware that the neighbourhood plan needs to be in general conformity with the strategic policies in the existing Local Plan. For Sevenoaks, this consists of the Core Strategy (2011) and the Allocations and Development Management Plan (ADMP, 2015). As discussed, the draft neighbourhood plan broadly conforms with the strategic aims and policies of the District's existing policy framework.</p> <p>The specific area where the draft neighbourhood plan departs from existing district-level strategic level policy is in relation to references to development at the Tarmac quarry site. This site lies within the Green Belt and the Core Strategy states 'the extent of the Green Belt will be maintained' (Policy LO8). However, the Council's emerging Local Plan recognises the acute housing need in the District and proposes a number of strategic green belt releases, including the Tarmac quarry site, which is identified as a draft site allocation (site ST2-13) for mixed-use development. It is noted that the emerging Local Plan is no longer at examination since the Inspector's final report (2 March) concluded that the Plan is not legally compliant in respect of the Duty to Co-operate and recommended that the Plan is not adopted. The District Council is currently considering next steps, but it remains the case that the District is facing huge housing need and will continue to support the release of Green Belt in sustainable and suitable locations, to provide community infrastructure and to help meet identified housing and affordable housing need.</p>	<p>Noted. Discussion needed with SDC to agree form of wording in relation to emerging Local Plan.</p> <p>A meeting was held on 18 November 2020 and SDC agreed to provide a form of words that can be included within the Neighbourhood Plan in relation to the new Local Plan.</p> <p>The Consultation Draft to be reviewed to remove all references to the emerging Local Plan policies, e.g in section A11</p> <p>Additional words to be added in relation to the supporting text to Policy D1 to make it clear that some of the sites are longer-term opportunities and that the Neighbourhood plan supports development on the sites but is not seeking to allocate them.</p>	
2			<p>The 'Planning Status' of the proposed development sites (p.65-73) should refer to their existing Planning Status within the Core Strategy and ADMP - they should be as follows:</p> <ol style="list-style-type: none"> Sevenoaks Community Centre, Oford Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Travis Perkins, Bat and Ball, Sevenoaks Business Centre - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Cramptons Road Water Works, Cramptons Road - Allocated for Housing in ADMP - H1(b) employment use (Policy EMP1/EMP5). Carpetwright/Wickles, Oford Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Sevenoaks Gasholder Station, Cramptons Road - Allocated for Housing in ADMP - H1 (c). Bat and Ball Enterprise Centre, Bat and Ball Road - Allocated for Employment in ADMP - EMP1 (b). Tarmac Ltd Site, Greatness, Accessed of Bat and Ball Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Sevenoaks Station and Surrounding Area, London Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Former Edwards Electrical, 166 High Street - Located within designated town centre. Buckhurst Lane Sites, Sevenoaks Town Centre - Located within designated town centre. Post Office/BT Exchange, South Park - Allocated for mixed-use in ADMP, Located within designated town centre (secondary frontage) - H2(a) Sevenoaks Town Council Offices, Bradbourne Vale Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). Sevenoaks Adult Education Centre, Bradbourne Road - No allocation, however policy presumption to retain employment use (Policy EMP1/EMP5). 	<p>Amend Planning Status of sites under Policy D1.</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
3			<p>The Neighbourhood Plan will require a Strategic Environmental Assessment screening opinion prepared by the Council. We will work with the Town Council to produce this report in line with the legislation.</p>	<p>To be discussed with SDC.</p> <p>This was discussed at a meeting with SDC on 18 November 2020. SDC suggest that a screening opinion is requested once the Final Neighbourhood Plan has been prepared in early 2021.</p> <p>The Sevenoaks Quarry site was identified as a site allocation within the emerging SDC local plan and any requirements for SEA would have been covered within that process. However following the inspectors ruling through examination that the emerging plan was not sound the quarry site is no longer an allocation. Were it to be allocated in the Neighbourhood Plan then it is likely that there would be a requirement to carry out an SEA as part of the Neighbourhood Plan process.</p>	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
4			p. 6 - may be worth mentioning that SDC also agree Net Zero 2030 for Sevenoaks District at a Full Council meeting on 19 November 2019.	Add reference on page 6 of the Neighbourhood Plan	Recommended action agreed by NP Steering Group 12 January 2021
5			p.9 - In the entire document, where it says 'planning and non-related policies', we suggest it to read 'planning and non-planning related policies.'	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
6			p. 19 - Suggestion to remove the date for the Local Plan adoption, so that it reads 'will, when adopted, replace the...'	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
7			p.28 - 3rd to last paragraph - clarify that 'the median Sevenoaks resident earns 33,600 GBP'. While the last sentence specifies that 'levels of unemployment and deprivation are low in the district', our records show that there are areas of deprivation and unemployment, should this refer to Sevenoaks town?	Check this statement and update as required	Recommended action agreed by NP Steering Group 12 January 2021
8			Page 31 - "The need to support and encourage further tourism" - our evidence suggests that the District should be encouraging further spend by existing tourists e.g. by them staying for a meal / staying overnight etc and not necessarily encouraging far greater numbers. Perhaps the sentence could be revised to 'The need to support and encourage existing and further tourism, including additional overnight stays in the District'	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
9			Page 38 - Policy C1 - 'New development must be informed by national and local design guidance such as the National Design Guide and Conservation Area Appraisals'	Amend Policy C1 to read: The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by national and local design guidance such as the National Design Guide and Conservation Area Appraisals.	Recommended action agreed by NP Steering Group 12 January 2021 but note also comment 32
10			Page 38 - Paragraph 2 - suggestion to include 'higher level' clarification on this terminology i.e. should it say national policy	Change 'higher level' to 'national' as suggested	Recommended action agreed by NP Steering Group 12 January 2021
11			Page 38 - Suggestion to include 'National Design Guide' as one of the Design guidance available. Not local but useful design guidance.	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
12			Page 38 - Policy C3 - Planning Applications in residential areas should be encouraged to contain a brief statement... (to show how they comply with the residential character area SPD) - suggest adding the underlined words - they are already required to demonstrate how they are in accordance with the SPD. The difficult with making it mandatory for them to include a statement is that this would have to be added to the local validation checklist - and making changes to that list requires separate consultation in its own right.	Amend Policy C3 to read: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications in residential areas should be encouraged to contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD (Now Policy C4)	Replace 'encouraged' with 'strongly encouraged' and note also comment 33
13			Page 38 - Suggestion to refer to 'planning officers' instead of 'council officers'	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
14			Page 38 - It is not a requirement that ALL planning applications submit a statement outlining how development proposals respond to residential character areas. Propose changing the wording to 'it is encouraged that a statement is submitted with planning applications outlining...'	Noted. Amend Plan as suggested	See note above re comment 12
15			Aim C4: The Town Council will engage with Sevenoaks District Council to undertake a design review, to ensure good design quality is embedded in all significant development in Sevenoaks. Design review is a tried and tested method of independently evaluating and improving the quality of developments by bringing proposals before a panel of experts from across the built environment professions. The Town Council recommend that prospective applicants come to the design review panel as early as possible in the pre-application or application process. Depending on the scale and significance of the proposal a series of reviews may be required. Detailed guidance on this process can be found in the Sevenoaks District Council Design Review Panel Supplementary Planning Document as part of the emerging local plan (Consultation Draft December 2019).	Amend Aim C4 to read: The Town Council will engage with Sevenoaks District Council to undertake a design review, to ensure good design quality is embedded in all significant development in Sevenoaks. (Now Aim C6)	Recommendation not agreed. Whilst it is accepted that the District Council has established a Design Review Panel the NP may have a longer life than that Design Review Panel and the Town Council would wish to have potential to call on another panel in that eventuality. Current policy wording to be revised. For clarity a major application is considered to be one for 10+ dwellings, a site area over 0.5Ha or a floorspace of over 1,000sqm
16			Page 40 - Clarification on mechanisms of adopting design guidance for areas out with the Residential Character Area Assessment.	Amend note 'The Town Council will work with the District Council and / or other design advisors to prepare and adopt design guidance for these and other sites not included within the Residential Character Area Assessment and Conservation Areas as shown on Figure 4.1 opposite'. Noted. Key to be amended as suggested	Recommended action agreed by NP Steering Group 12 January 2021
17			Page 41 - Suggestion to change key to read 'areas where additional design guidance may be prepared'	Amend Objective 2 to read: To protect the setting of local landmarks and the landscape setting of the town	Recommended action agreed by NP Steering Group 12 January 2021
18			Page 42 - Objective Two: To protect views both to local landmarks and to the open countryside - suggest deleting the word 'view' as no right to a 'view' in planning - perhaps use the word setting instead i.e. to protect the setting of local landmarks and the landscape setting of the town	Current wording supported by Historic England. Retain as is.	Recommended action agreed by NP Steering Group 12 January 2021
19			Page 42 - Policy C6 Clarification - conserve and enhance the setting of local landmarks		

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
20			Page 42 – Policy C7 – Conserve and enhance the natural environment.	Current wording supported by Historic England. Retain as is.	
21			Page 47 – Policy L3 – Re Tarmac open space – ‘this space must be delivered as a pre-cursor to any residential development on this site – the proposed development is in 2 phases, with the first small phase proposed to take place whilst the quarry is still operational. The open space/leisure lake etc would be delivered when the quarry ceases operations as part of the second, wider phase of development – therefore suggest the following wording: ‘this space must be delivered in parallel with development on this site’ – please also see Policy S1 where this wording is used.	Amend Policy L3 to read: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered in advance or in parallel with any residential development on the site. (Now Policy L5)	Recommended action agreed by NP Steering Group 12 January 2021
22			Page 69 – Tarmac – development quantum – suggest this should read 600-800 units – the developable area for residential and mixed-use development is approximately 20ha with the remainder of the site (approximately 70ha) proposed for green/blue infrastructure. At a density of 30dph this would result in 600 units and at 40dph this would result in 800 units. Site density will vary across the site to reflect the gateways, the mixed-use hub and site edges etc – therefore suggesting a range (600-800) would be appropriate. Where land is to be released from the Green Belt, there should be a commitment to the most effective and efficient use of land that can be achieved in that location, without compromising design or residential amenity and without causing adverse impact on the surrounding environment, particularly noting the setting of the AONB in this location. The proposed additional capacity would need to be subject to further design and site master-planning work to demonstrate that the proposed uses and density can be adequately accommodated on site.	Amend potential quantum to give a range of 600-800 homes	Not agreed. Retain as 600 homes
23			Page 74 – Suggestion to include a key with the map	Key to be added	Recommended action agreed by NP Steering Group 12 January 2021
24			Page 86 – Suggestion to replace Emerging Local Plan quote with existing policy – ‘The District Council’s existing Local Plan Policy SP1 states that: ‘All new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated’. (Sevenoaks District Core Strategy, Policy SP1)	Noted. Amend Plan as suggested	Recommended action agreed by NP Steering Group 12 January 2021
STATUTORY CONSULTEE RESPONSES					
25	Tom Pavitt (The Marine Management Organisation) consultations@marinemmanagement.org.uk	Undated	Sevenoaks is not in the Marine Plan Area, therefore, there is no comment on the Plan.	Comment noted. No action required	
26	Heather Archer (Highways England) planning@highwaysengland.co.uk	12 March 2020	"We are satisfied that its policies will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF para 109). Based on this, Highways England does not offer any comments on the consultation at this time."	Comment noted. No action required	
27	Anna Woodward (Network Rail) anna.woodward@networkrail.co.uk	16 June 2020	Network Rail would be supportive of any improvements to the access to Bat and Ball Station, subject to details. We welcome further discussions around the proposed developments around Bat and Ball Station.	Comment noted. No action required	
28	Ben Lewis (Historic England) ben.lewis@historiconline.org.uk	30 March 2020	Impressed by clarity of the Plan and encouraged by placing of heritage and the historic environment at its forefront. There is a clear consideration of designated heritage assets and policies built upon evidence bases including local lists, conservation area appraisals, character statements and supplementary planning documents.	Comment noted	
29			Encourage the inclusion of the Grade at which an asset is listed, throughout the whole Plan (i.e Grade I listed Knole, to reflect the national importance of many buildings). The Plan area includes 2 Grade I listed buildings, 12 Grade II* listed buildings, and 178 Grade II, as well as 1 scheduled monument, and Knole is a Grade I Registered Park and Garden.	Comment noted. Discuss	Recommended action agreed by NP Steering Group 12 January 2021
30			There are no buildings within the Plan boundary on the Historic England Heritage at Risk Register. However, the Register does not at present include Grade II listed buildings outside London. A community project to undertake a survey of the condition of Grade II buildings within the Plan area could be undertaken to add to the evidence base for the Plan.	Comment noted but no change to plan required	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
31			National Planning Practice Guidance (NPPG) states that it is beneficial for any designated and non-designated heritage assets within the plan area to be clearly identified at the start of the plan-making process so they can be appropriately taken into account. Aside from the listed and local listed assets identified in Figure A2, The Plan would benefit from reference to non-designated archaeology and resources such as the Kent Historic Environment Record.	Comment noted. Add reference in Appendix section A3	Recommended action agreed by NP Steering Group 12 January 2021
32			POLICY C1: amend wording to more closely reflect the historic environment requirements set out in the NPPF, paragraphs 185a and 189. As per the NPPF, 'significance' is the term used for what is important or valued about a heritage asset. Accordingly, 'positively impacts on a heritage asset or its setting' could be amended to 'sustain, or where practicable, enhances the significance of a heritage asset, or the contribution made by its setting'. While all eight of the Conservation Area Appraisals covered by the Plan are nearing or over ten years old, we note that Sevenoaks District Council's Proposed Submission Version (2019) of the Sevenoaks District Local Plan 2015 – 2035 includes reviewing all Appraisals during the plan period as a key performance indicator for the historic environment. It would be a positive addition to include in the supporting text how the Town Council and the local community may be involved in the update of Conservation Area Appraisals, if applicable. Guidance on community and owner consultation and involvement can be found in our Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management. Current appraisals contain a mixed level of general and specific design guidance per area. New development is an opportunity for the enhancement of Conservation Areas, as per NPPF paragraph 200. You therefore should consider amending the policy to: 'New development must be designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account the findings of relevant Conservation Area Appraisals and design guidance'.	Consider replacing wording of Policy C1 from: 'The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals' with 'The Neighbourhood Plan will support developments that sustain, or where practicable, enhance the significance of a heritage asset, or the contribution made by its setting. New development must be designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account the findings of relevant Conservation Area Appraisals and design guidance'	Recommended action agreed by NP Steering Group 12 January 2021 but note also comment 9
33			POLICY C3: recommend removing the word 'brief'; the statement should depend on the scale of the development and might be a longer statement when a Design and Access Statement is needed. Advice on how applicants for heritage and other consents can understand and describe proposals for change to heritage assets can be found in Historic England Advice Note 12: Statements of Heritage Significance.	Suggested revised wording Policy C3: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD) . Planning Applications in residential areas should contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD (Now policy C4)	Recommended action agreed by NP Steering Group 12 January 2021 but note also comment 12
34			POLICY C6: We support this policy to protect the setting of 5 important listed and local-listed buildings, but feel that the supporting text for this section should make clear how these landmarks were identified. Ideally, an appendix to this policy should evidence the assessment process, including an identification of the contribution of setting to the significance of these buildings. It would be useful to identify their level of statutory protection: o St John's (local listed); o Bandstand (local listed); o Old Market Hall (Grade II listed building); o St Nicholas Church Tower (Grade II* listed building); o Knole House (Grade I listed building) within Knole Park (GI Registered Park and Garden).	Add reference to local landmarks identified through urban design analysis (not a formal evidenced process). Add details of statutory protection as suggested.	Recommended action agreed by NP Steering Group 12 January 2021
35			POLICY C7: We note the policy focuses on the open countryside surrounding the town as designated as AONB and Green Belt. If there are specific views to and from the countryside from specific buildings or areas, you may consider expanding this policy by identifying and including a list of specific protected views. Further guidance on the identification of setting and views can be found in our Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets.	No specific views are identified. Suggest no change	
36			POLICY C8: Further articulate the importance of heritage assets in the enhancement of the suggested 'gateways and arrival points'. Although not applicable to all sites, three in particular are areas of high historical significance: Arrival Points 4 (London Road/Pembroke Road), 5 (Bradbourne Vale Road), and 10 (London Road/High Street junction). Enhancement of these sites should depend on their local character, as informed in part by their high concentration of listed buildings. Accordingly, you should consider adding 'respond to local character' and 'conserving and where possible, enhancing heritage assets and their settings' to the policy.	Suggested add additional line at bottom of Policy C8 to state: 'Proposals should respond to local character and where appropriate conserve and enhance heritage assets and their settings'	Recommended action agreed by NP Steering Group 12 January 2021
37			POLICY M10: Further articulate the benefit to the historic environment within this policy, as per the NPPF's support for proposals that preserve those elements of setting that make a positive contribution to a heritage asset (paragraph 200), and the protection of curtilage listed features such as railings. Guidance such as Conservation Area Appraisals and character assessments should be used in public realm development. The opportunity to enhance or sustain the historic environment should be considered so far as is acceptable to ensure the environment promotes equality of access for all users.	Consider amendment to first para of Policy wording: 'The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre and should be informed by the character and heritage assets within an area.' Add supporting paragraph to the Policy that references the need to take guidance from Conservation Area Appraisals and character assessments when designing public realm enhancements.	Recommended action agreed by NP Steering Group 12 January 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
38			POLICY E4: Worth noting the presence of markets in Sevenoaks since the 13th Century in the supporting text. The Sevenoaks – High Street Conservation Area Appraisal notes that the markets are a source of local pride and identity. The conservation of an element of the environment that makes a positive contribution to the significance of a designated heritage asset such as a Conservation Area, including its use, carries great weight in planning decisions.	Add note re presence of markets in Sevenoaks since the 13th Century in the supporting text	Recommended action agreed by NP Steering Group 12 January 2021
39			POLICY D1: The historic environment is considered a 'Constraint' for sites where it is applicable. We do not believe this fulfils National Planning Policy Framework requirements for a positive strategy for the historic environment which takes into account the desirability and wider benefits the historic environment can bring (paragraph 185). Heritage assets, including as conservation areas, listed and locally listed buildings and their settings should be clearly considered and articulated for each site. The Opportunity/Urban Design Principles section should be expanded to make reference to the desirability of sustaining and enhancing the historic environment as per the NPPF, and to specific resources such as Conservation Area Appraisals and design guidance in order to fulfil this plan's own 'Objective 1': to respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets.	Consider re-phrasing Constraints notation to 'Planning designations / Constraints.'	Recommended action agreed by NP Steering Group 12 January 2021
40			As per our comment for Policy C6, we would welcome further information to the assessment process and how the sites were chosen, including consideration of potential impacts identified and measures identified as necessary to avoid or minimise harm to their conservation.	This is stated under the policy - 'These sites have been identified from existing site allocations, survey work undertaken as part of this Neighbourhood Plan and the Northern Sevenoaks Masterplan.'	
41			While not all sites will have substantial impact on heritage assets and the historic environment, we note the following sites that are worthy of further comment:		
42			Site 9 – 166 High Street: The site's adjacency to the Conservation Area should be considered. How might development here affect the character or appearance of the Conservation Area and what measures may be necessary to sustain or potentially enhance its character?	This is already reflected in wording under 'Constraints'	
43			Site 10 – Brockhurst Lane Sites: This site's adjacency to the Conservation Area should also be considered. How should development here be informed by the need to sustain or enhance the setting of nearby listed buildings?	Add note re adjacency to Conservation Area and need for development to respond to historic development pattern, materials and character under planning designations / constraints	Recommended action agreed by NP Steering Group 12 January 2021
44			Site 11 – Post Office/BT Exchange: Appendix A identifies the site as within 'Character Area 2' and identifies historical detail which we would welcome within the 'Opportunity/Urban Design Principle' section. There is opportunity here for the enhancement of the Conservation Area. The Appraisal notes that this was formerly the site of the Royal Crown Hotel which was demolished in the 1930s and that other buildings on this side of the road are 'classically styled and detailed' (p.27). You might consider ways to enhance the Conservation Area by re-establishing the primacy of London Road and its historical alignment of buildings, or to set back frontage to provide a small area of public green space to enhance the poor quality public realm identified as a key issue in the Appraisal.	Add note in opportunity section about enhancing the Conservation Area through development that responds to the historic development pattern, materials and character	Recommended action agreed by NP Steering Group 12 January 2021
45	Sara Gomes (Environment Agency) ksiplanning@environment-agency.gov.uk	9 March 2020	We always recommend an objective is included to protect and enhance the environment, indicators should relate to the environmental constraints in your local area. This may include flood risk, water quality, biodiversity. Together with Natural England, English Heritage and Forestry Commission we have published joint advice on neighbourhood planning which sets out sources of environmental information and ideas on incorporating the environment into plans. There is a useful check list in the document "Neighbourhood planning for the environment". We also recommend that the plan takes account of relevant Sevenoaks Borough Council's policies, plans and strategies including SBC's Strategic Flood Risk Assessment, flood risk strategies (https://www.gov.uk/government/collections/flood-risk-management-current-schemes-and-strategies), and the South East River Basin Management Plan (https://www.gov.uk/government/publications/south-east-river-basin-management-plan)	Could add an additional objective under Theme 2: Landscape and green infrastructure that captures issues around flood risk, managing surface water, use of SUDs and improving biodiversity. To be discussed	Agreed that this is important and new policy should: Promote more sustainable ways of managing run off etc Proactively increase biodiversity as part of development
46	Amy Kitchen (Natural England) consultations@naturalengland.org.uk	31 March 2020	Natural England provided advice in relation to a number of allocations proposed in the Sevenoaks Local Plan, and these were included in our statutory responses to the local plan. Considering the outcome of the Local Plan inspection, Sevenoaks District Council will now need to consider the next steps in the preparation of a local plan. However, Natural England's advice on the allocation sites included within the submission version of the local plan are still valid. The extracts below are taken from our statutory response to the Sevenoaks Local Plan consultation and are relevant to the allocations within your neighbourhood plan area.		
47			Bat and Ball Enterprise Centre, Bat and Ball Road This site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI. If the allocation is likely to have significant effects on the SSSI, appropriate mitigation measures need to be specified (impacts may include water or liquid waste discharge to ground or to surface water, or to water supply impacted by large infrastructure).	Make reference to the SSSI in the site descriptions under Policy D1	Recommended action agreed by NP Steering Group 12 January 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
48			<p>Tarmac Ltd. Site, Greatness</p> <p>This site is located within the Impact Risk Zone (IRZ) for Greatness Brickworks SSSI. If the allocation is likely to have significant effects on the SSSI, appropriate mitigation measures need to be specified. Development in the vicinity of the SSSI may benefit by protecting the area from anti-social behaviour, and it may seem appropriate for the SSSI to become part of the greenspace for the development. Should the site be allocated, developer contributions may be required to enhance the interpretation of site for local residents and measures to incorporate the SSSI into the greenspace and secure its long term management should be sought.</p>	<p>Make reference to the SSSI in the site descriptions under Policy D1</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
49			<p>Parts of your neighbourhood plan area are within or adjacent to the Kent Downs Area of Outstanding Natural Beauty (AONB). Your Neighbourhood plan should be informed by national and local policies, together with local landscape expertise. Paragraph 172 of the National Planning Policy Framework gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and this should be reflected in neighbourhood plan policies. We also advise that you consult the relevant AONB Partnership or Conservation Board. Their knowledge of the area and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the development of your plan. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to types of development and its capacity to accommodate development.</p>	<p>Consult with AONB Partnership or Conservation Board</p> <p>AONB consulted and comments received below</p>	
50	<p>Katie Miller (Kent Downs AONB) Katie.Miller@kentdowns.org.uk</p>	1 December 2020	<p>About a quarter of the area covered by the Sevenoaks Town Neighbourhood Plan lies within the Kent Downs AONB with the AONB boundary also abutting much of the Plan area. AONBs are a nationally designated landscape that have the highest form of landscape protection and cover just 15% of the land area of England. We are therefore surprised at the limited reference or acknowledgement of this throughout the Plan and would encourage greater consideration of this important asset throughout it.</p> <p>Given the importance of the AONB designation, we would have expected to have seen this included as a designation in Figure 2.2: Open spaces and landscape setting, rather than relying on Figure 5 in the Town Portrait in the Appendix to the Neighbourhood Plan. Similarly, we would have expected the AONB to have been identified as an issue in A12 on page 118 of the Plan and inclusion of the AONB under the Landscape and Green Infrastructure section of the issues for the Neighbourhood Plan on page 30; in order to comply with national planning policy and the primary legislation within the Countryside and Rights of Way Act, we would suggest wording along the lines of 'conservation and enhancement of the Kent Downs AONB'.</p> <p>Following on from this, we consider that section 3 on Vision and Objectives should also make reference to the need to conserve and enhance the Kent Downs AONB and its setting within Theme 2: Landscape and Green Infrastructure.</p>	<p>Comment noted</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
51			<p>The Neighbourhood Plan includes a proposed mixed use allocation at Site 7 - TARMAC LTD. SITE, GREATNESS ACCESSED OFF BAT AND BALL ROAD and also a policy relating to the Northern Sevenoaks Masterplan study area. The scale of the development proposed in this location and the fact extensive views over this area from the escarpment of the North Downs in the Kent Downs AONB means that development here could impact on the setting of the AONB both in terms of visual impacts and as a result of additional visitor pressures. It is considered imperative that potential impact is acknowledged and addressed in Policies D1- Site 7 and D2 in order to comply with para 172 of the NPPF and guidance in the PPG which confirms the relevance of setting in relation to AONBs.</p>	<p>Add extent of AONB to Figure 2.2</p> <p>Make reference to AONB on page 30 re issues for the Neighbourhood Plan Reference constraints / sensitivities of development in relation to the AONB in section A12</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
52			<p>Following on from this, we consider that section 3 on Vision and Objectives should also make reference to the need to conserve and enhance the Kent Downs AONB and its setting within Theme 2: Landscape and Green Infrastructure.</p>	<p>Do we want to add a policy relating to this?</p>	<p>NP Steering Group recognise the importance of the AONB on the setting of the town. This to be further recognised under Policy C7 in the NP under the reworded Objective 2 with consideration of how development should respond to this</p>
53			<p>The Neighbourhood Plan includes a proposed mixed use allocation at Site 7 - TARMAC LTD. SITE, GREATNESS ACCESSED OFF BAT AND BALL ROAD and also a policy relating to the Northern Sevenoaks Masterplan study area. The scale of the development proposed in this location and the fact extensive views over this area from the escarpment of the North Downs in the Kent Downs AONB means that development here could impact on the setting of the AONB both in terms of visual impacts and as a result of additional visitor pressures. It is considered imperative that potential impact is acknowledged and addressed in Policies D1- Site 7 and D2 in order to comply with para 172 of the NPPF and guidance in the PPG which confirms the relevance of setting in relation to AONBs.</p>	<p>Add reference to the need to design sensitively to conserve and enhance the natural beauty of the AONB, with particular consideration given to avoiding visual impacts of development. The potential for planting to mitigate visual impacts, the use of building materials that blend into the landscape and an approach to lighting that minimises light spill and glare should be considered.</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
54	<p>Nicky Biddall Public Rights of Way Office Kent County Council nicky.biddall@kent.gov.uk</p>	9 February 2021	<p>Thank you for the opportunity to comment on the proposed Sevenoaks Town Neighbourhood Plan 2020- 2038 Consultation Draft January 2020.</p> <p>As a general statement, KCC's Public Rights of Way (PROW) and Access Service is keen to ensure that their interests are represented within the local policy frameworks of the Parishes/Towns in Kent. The team is committed to working in partnership with Parish/Town Councils to achieve the aims contained within the Kent County Council Rights of Way Improvement Plan (ROWIP). This can be viewed online at https://www.kent.gov.uk/_data/assets/pdf_file/0005/90491/Rights-of-Way-Improvement-Plan-2018-2028.pdf</p> <p>Although largely supported, the proposed plan makes no reference to the County Council's ROWIP. The Service strongly urges the Town Council to ensure that reference to the ROWIP is included. This will enable successful joint partnership working to continue, which can support the delivery of improvements to the PROW network. (See ROWIP key theme: Evolution of the network - EN04 and Rights with responsibilities - RR01 and Efficient delivery - ED02) Joint delivery of the strategic plan will ensure significant benefits, while its omission could result in a loss of access to funding opportunities - ED07.</p>		

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
55			<p>Vision for Sevenoaks for 2038 (Page 7, page 33) Comment: 'Despite its undulating topography, walking and cycling are the standard mode of travel with a network of safe walking and cycling routes that provide access to the towns excellent schools and to recreational and employment opportunities.'</p> <p>The inclusion of the ProW network within the vision is to be welcomed.</p>		
56			<p>2.2 A Brief Portrait of the town (Page 25) Figure 2.2: Open spaces and landscape setting Map Omission: Figure 2.2 is intended to show the existing rights of way network across the town, but there are two recorded ProW missing from the map (Public Footpaths SU50 and SU51). It is requested that this map is revised to highlight all the ProW that are recorded in the town on the Definitive Map, as this would illustrate the existing access resource available.</p> <p>There is also no indication of the status of these rights of way.</p>	<p>Figure 2.2 to be updated to include missing ProW and to distinguish between public bridleways and public footpaths</p>	<p>Agreed at Planning Committee meeting on 10 February 2021</p>
57			<p>Theme Two: Landscape and Green Infrastructure (Page 11, page 47) Policy L3 Omission: No mention is made of the contribution of ProW to the green infrastructure which often connect publicly accessible open spaces. The ROWIP has an objective (EN02) of improving green infrastructure. Comment: The Public Footpath running south to north through the Tarmac site is SU3. New access routes for the returned land are already illustrated in the planning documents.</p> <p>Comment: There is presently no connection from SU1, that runs from south to north to the west of the Sevenoaks Wildlife Reserve to the paths inside the Reserve.</p> <p>Map Omission: Figure 4.4: Proposed landscape and infrastructure enhancements and new connections does not show the status of the proposed cycle and pedestrian routes. Shared routes would need to connect into the carriageway network to allow onward travel by bicycle not into existing public footpaths.</p>	<p>Minor text edits Figure 4.4 to be updated to include missing ProW and to distinguish between public bridleways and public footpaths</p>	<p>Agreed at Planning Committee meeting on 10 February 2021</p>
58			<p>Theme Three: Movement and Public Realm (Page 11, page 26, page 50, page 51) Comment: The Plan does state that, 'There is... a wide network of walking routes and public rights of way that link Sevenoaks to the countryside that surrounds it.... and the plan seeks to promote walking and cycling and supports initiatives that remove barriers to pedestrian and cycle movement across the town by enhancing safety and security on existing routes with improved surfacing, lighting and crossings and provide new routes where they will close gaps in the existing network'</p> <p>The Plan suggests that 'the Town Council will work with the District Council to encourage increased provision for cyclists. They will also need to work with Kent County Council ProW and Access Service and Kent Highways and Transportation to upgrade the status of public footpaths or convert them to cycleways and progress the delivery of cycle routes in the town.'</p>	<p>Amendments to supporting text relating to Policies M1 and M2</p>	<p>Agreed at Planning Committee meeting on 10 February 2021</p>
59			<p>Policies M1, M2 & M3 Omission: Objectives Six and Seven: There is encouragement of sustainable transport modes, including cycling and walking, but no reference to the ROWIP. One of the ROWIP's key themes is evolution of the network to achieve the objective of a modal shift to cycling and walking to reduce road air pollution (EN01). There is very little provision for cyclists within Sevenoaks, either in terms of dedicated routes or cycle parking.'</p> <p>There are 32,693 kilometres of public rights of way in the Sevenoaks Town area, 31,074 km of those, or 96.2%, are public footpaths. Only 4.3%, that is 1,196 km, are bridleways along which it is permissible to ride a bicycle and 0.8% are byways (but there is a permanent traffic regulation order preventing these being used by mechanically propelled vehicles). There is thus little opportunity (on only 5.1% of the network) for cycling on the present rights of way network.</p> <p>Providing high quality routes for cyclists would encourage more people to use this sustainable mode of travel, bringing health benefits to the local community and helping to address vehicle congestion on the road network, by providing realistic alternatives to short distance car journeys. Support in gaining Section 106 and other monies to improve the ProW network is necessary to achieve this. It is also vital that the Sevenoaks District Cycling Strategy from 2012 is updated and implemented.</p> <p>The ROWIP objective (A03) of tackling deprivation and disadvantage can be achieved by the targeted provision of cycle routes and safe walk to school routes and safe travel initiatives (EN03) along with a better network for leisure and daily use (MN01). The ROWIP key theme of Efficient delivery has the objective of using the ProW network links to encourage sustainable travel (ED05)</p>	<p>Amendments to supporting text relating to Policies M1 and M2</p>	<p>Agreed at Planning Committee meeting on 10 February 2021</p>

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
60			<p>Comment: Regarding the aspiration of provision of a cycle route connecting Bat and Ball and Dunton Green. Community engagement during the development of this neighbourhood plan identified strong public support for establishing new links between different parts of the town. While the County Council may have powers available to create new path links, the support of the Town Council and landowners will be required to successfully deliver these aspirations. The ProW and Access Service would welcome future engagement with the Town Council, developers and Sevenoaks District Council to consider the delivery of these improvement schemes and potential sources of funding. Consideration will also need to be given to the future status of these proposed routes, the legal process required to establish these paths and the responsibility for their management.</p> <p>Map Omission: Figure A11: Walking routes (Page 99) There are two recorded ProW missing from the map: Public Footpaths SU50 and SU51. It is requested that this map is revised to highlight all the ProW that are recorded in the town on the Definitive Map, as this would illustrate the existing access resource available. Also, the status of routes is not detailed so the existence of the three bridleways and a byway is unclear.</p> <p>Map Comment: Figure A12: Cycle provision (Page 101) While the County Council may have powers available to create new path links, upgrade the existing status of routes and convert paths to cycle tracks, the support of the Town Council and landowners will be required to successfully deliver these aspirations within the budget and staffing levels available and according to service priorities.</p> <p>Comment: No date is given for the Sevenoaks Integrated Transport Strategy (Page 123-148)</p>		
61			<p>Theme Six: Sports and Recreation (Page 13, page 62)</p> <p>Policy Omission: Whilst consultation for the Sports Strategy involved running groups who use the ProW network no mention of this is given in the policy S1. There is mention of the ProW network including strategic walking routes, the Darent Valley Path and the Greensand Way (page 116), which is free at the point of use and accessible 24/7, to contribute to recreation and leisure and increased mental and physical well-being. The ROWIP key theme of Active Lifestyles (AL01) seeks to increase health and wellbeing benefits and address health inequalities through active travel and recreational activity. Walking for Health walks can lead to improvements in health and active travel can aid reduction in air pollution levels, through changes in transport modes. (AL02)</p> <p>Theme Seven: Development and Housing (Page 13, page 64, page 73)</p> <p>Policy Omission: No mention of ProW use to help minimise environmental impact, support sustainable life styles, encourage an active travel neighbourhood and help towards reaching the town's zero carbon commitment. ROWIP key theme: Evolution of the network (EN06) Environmental impact and mitigation. Comment: There should be a requirement for development proposals to include a ProW masterplan. This plan should demonstrate how existing paths will be successfully integrated within new development sites and clarify intentions for accommodating, diverting or enhancing paths. The policy should clearly state that planning applications that would adversely affect the existing ProW network will not be permitted.</p> <p>Comment: A growing population arising from the new developments will increase the importance and use of the ProW network, so it is critical that some wording is included within this section that can help secure funding to preserve highly regarded ProW links and ensure they are not degraded. Comment: Development provides opportunities to create new links and enhance existing routes, which can encourage active travel and improve opportunities for outdoor recreation. The policy should clearly state that new developments will provide sustainable transport choices, with walking and cycling routes available that provide realistic alternatives to short distance car journeys. Community facilities should be easily accessible, so that residents and visitors are not dependant on private vehicle use for travelling across the town.</p> <p>Comment: It is requested that developers engage with the KCC ProW and Access Service at the earliest opportunity in the planning process. Early engagement would enable ProW officers to address issues with development proposals, highlight opportunities for enhancing accessibility and clarify the process for making changes to the existing ProW network (if necessary) to enable the development to proceed.</p> <p>Comment: Development provides opportunities to secure investment in the ProW network, which can enhance opportunities for active travel and outdoor recreation across the town. Developer contributions, such as Section 106 agreements, should therefore be sought to upgrade existing routes, provide new off-road cycling opportunities and create attractive walking links. The ProW and Access Service would welcome future engagement with the Town Council to consider local aspirations for these access improvements, which could be delivered through the CIL (Community Infrastructure Levy).</p>	Figure A11 to be amended	Agreed at Planning Committee meeting on 10 February 2021
62			<p>Minor text amends to supporting text to Policy S1</p>		Agreed at Planning Committee meeting on 10 February 2021
63					

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
64			<p>Proposed Development sites: It may be useful for the ProW network to be shown on these plans to give an idea of the pedestrian links available as well as footways.</p> <p>Map Comment: 4. Carpetright/Wickes (Page 67) and 5. Sevenoaks Gasholder Station (Page 68) Public Footpath SU2 connecting A225 and Crampton's Road, is not identified on these maps. While this may not pass directly through the proposed development area of 4, the ProW should still be included on the map, as it highlights the access network surrounding the site. The route should also be highlighted and considered for potential improvements as it provides a valuable walking link.</p> <p>Map Comment: 6. Bat and Ball Enterprise Centre (Page 68) Could show Public Footpath SU3 to the north which, if linked, could provide pedestrian connections to the north west and north east and through to Otford.</p> <p>Map Comment: 7. Tarmac Ltd. Site, Greatness (Page 69) Proposals for access have already been submitted by Tarmac to SDC as the Planning Authority and could be illustrated on this map. SU3 running through the site could be highlighted. It is mentioned in the wording but not shown on the map</p> <p>Map Comment: 10. Buckhurst Lane Sites (Page 71) Public Footpath SU23 runs through between these two sites continuing on into Knole Park to the east and provides a link from the High Street to the park for leisure.</p> <p>Map Comment: 13. Sevenoaks Adult Education Centre Public Footpath SU51 crosses the eastern side of the site providing a pedestrian link between Bradbourne Road and Linden Chase, and Public Footpath SU50 runs along the southern side of the site.</p> <p>Map Omission: Figure 4.8: Northern Sevenoaks Masterplan (Page 74) has no key to understand what is being illustrated.</p>	Plans amended to include PROW	Agreed at Planning Committee meeting on 10 February 2021
65			<p>Comments are made in reference to the following planning policy:</p> <ul style="list-style-type: none"> • National Planning Policy Framework (June 2019) Section 98 Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. • National Planning Policy Framework (June 2019) Section 91 Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: <ul style="list-style-type: none"> a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling. • National Planning Policy Framework (June 2019) Section 104 Planning policies should: <ul style="list-style-type: none"> d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) • National Planning Policy Framework (June 2019) Section 110 Within this context, applications for development should: <ul style="list-style-type: none"> a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards. <p>Kent County Council Rights of Way Improvement Plan 2018 – 2028</p>		
66			<ul style="list-style-type: none"> • The inclusion of reference to the ROWIP within this policy would be welcomed, as this would support the work of the PROW and Access Service and enable us to deliver network improvements. 		

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
67	Bronwynne Bunting Kent County Council Bronwyn.Bunting@kent.gov.uk	25 March 2021	<p>We appreciate that the Neighbourhood Plan recognises the importance of the green environment but we would encourage the Town Council to also give due consideration to the water environment. There is recognition of the water features within the town area but opportunities can also be provided by surface water management in new development.</p> <p>The town area has a number of significant water features. The role of surface water, extents of flood risk and drainage issues however are not referenced. It is important that any constraints are recognised for any proposed developments or other improvements. This is of importance for those areas in the north of the town area, adjacent to the River Darent and its contributing watercourses.</p> <p>Surface water management also provides significant opportunities to provide varied and interesting landscape features, as provided through sustainable drainage systems. We promote the inclusion of a sustainable drainage approach wherever possible.</p> <p>Kent County Council as Lead Local Flood Authority would therefore strongly recommend:</p> <p>a) Theme Two, Landscape and Green Infrastructure (page 8) that Objective Five references: "blue infrastructure."</p> <p>b) Theme Three, Movement and Public Realm considers that (1) appropriate landscaping with surface water management, for example rain gardens and swales be considered within landscape features; and (2) permeable pavement or reduced paving areas should be considered wherever appropriate and feasible.</p> <p>Within Development and Housing policies, we would recommend that there is reference to the management of surface water through the use of sustainable drainage systems, which provide multi-functional benefits. This would also include the consideration of on-plot infrastructure such as green roofs and individual rain gardens.</p>	Theme Two renamed from Landscape and Green Infrastructure to Landscape and Blue and Green Infrastructure.	Additional policies and wording agreed on 10 February 2021
STAKEHOLDER RESPONSES					
68	National Trust katwiseman@natio natrust.org.uk	30 March 2020	<p>The Trust supports Policy C1 which seeks to protect heritage assets and their setting and supports Aim C4 which seeks to establish a formal design review process for all major planning applications or proposals on sites within sensitive locations. This will help ensure development is delivered to high quality design standards.</p> <p>Knoles and the surrounding Estate is a key local landmark, the Trust therefore supports Policy C6 which supports development in the town where it protects and enhances the setting of local landmarks. This aligns with the Neighbourhood Plan's objective to preserve the town's historic character and asset's.</p> <p>The Trust supports Objective Five that seeks to protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open space and green infrastructure. This objective could be strengthened to support the benefits of green infrastructure in the restoration, maintenance and enhancement of habitats and providing habitat connectivity through new development.</p> <p>The Neighbourhood Plan should acknowledge the contribution that Knoles and Knoles Estate's parkland makes to the health and well-being of local residents. Although privately owned, Knoles and Knoles Estate's parkland is a major green infrastructure resource for Sevenoaks residents. This large area of open space on the eastern edge of town is essentially used as a public park by residents for health and well-being benefits and this is reflected in the large number of local people that visit Knoles on a regular basis. Usage often exceeds the capacity of existing infrastructure at Knoles and policy wording is needed that supports the site's continued ability to maintain, enhance and improve its facilities and resources for local residents and visitors.</p>	Comment noted	
69				Comment noted	
70			<p>As identified within Character Area Six, when peak visitor numbers travel to Knoles there is potential for local congestion on the Upper High Street. The Trust therefore seek a commitment from the Town Council and other key stakeholders in the town through the Neighbourhood Plan to improve this congestion issue through a co-ordinated approach to traffic management. This should be given consideration in any future traffic management survey. The Trust therefore supports Objective Seven which seeks to encourage the use of sustainable transport modes, including walking and cycling, and reducing pollution levels. This aim aligns with one of the Trust's core values which is that 'we consider the impact of everything we do on people, the planet and our financial health'. The Trust therefore welcomes dialogue with Kent County Council and other key stakeholders to promote the arrival of visitors by sustainable means of transport.</p>	Knoles's contribution is recognised in Section 2.2 of the Plan (page 24) and in the Appendix A5 (Page 88). Suggest additional reference to the value to health and well being to be made in these sections.	Recommended action agreed by NP Steering Group 12 January 2021
71			<p>The National Trust supports the strategic walking route as identified on Figure A11 which is routed through the parkland and utilises the Greensand Way. Public Rights of Way provide important opportunities for people to access the countryside from the town and wider landscape through a network of routes. However, the Trust would like to understand what this actually means in terms of physical requirements or changes necessary to make the route 'strategic'.</p>	The Plan identifies the Greensand Way as a strategic route as it is a 'national walking route'. No further change is anticipated.	
72					

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
73			The Neighbourhood Plan should acknowledge the significant economic contribution that Knole makes to the local economy. The property employs up to 60 staff members and has between 450-500 volunteers many live within close proximity to the property and their contributions greatly help to care and support this special place. The property brings much to the local economy and provide a valuable educational resource to pre-school children, schools and adult learners. As a key stakeholder the Trust is therefore keen to be consulted in the further development of the draft Neighbourhood Plan, and therefore support Aim E2 and welcomes the opportunity to work with the Town Council and other local providers, businesses and District Council in the development of this Neighbourhood Plan and in the development of a future tourism strategy for the town to promote the visitor economy.	Note comment re interest from the National Trust to contribute to the Tourism Strategy for the town. Add reference to Knole's value to the economy in Appendix A8.	Recommended action agreed by NP Steering Group 12 January 2021
74	Clare Boland (Seal Parish Council) sealparishc@outlook.com	2 March 2020	Seal Parish and the Policy for Sevenoaks Quarry Seal Parish is directly affected by the proposed development of Sevenoaks Quarry. Part of the site is within the Parish and the remainder is an important part of the Green Belt separating Seal from urban areas to the west and north. The one-way streets of Seal Conservation Area give access to the A25 from Kensing and other villages, but they are congested and unsafe, and are unacceptable as a route to major development. The village school draws pupils from across Sevenoaks and beyond, and is being doubled in size because other schools cannot be expanded further. New school provision is essential to serve development and should be located to minimise traffic movements. The Parish Council does not object to the principle of housing development on part of the quarry, but this is a major site with acknowledged impacts. The Neighbourhood Plan and Local Plan should ensure that development is properly planned and implemented in the interests of the local community. It is the policies in the plans that have the legal weight to achieve this. The Parish Council has therefore asked the Town Council and the District Council to include policies in their plans specifically for the development of Sevenoaks Quarry. Sound policies may justify the release of Green Belt land, establish the land uses to be provided and design principles, define the limits of development, and set out the measures required to receive planning consent. Sound policies support service and infrastructure providers in their negotiations with developers about standards, funding and the transfer of land, and give the public confidence that infrastructure and services will be delivered. The Parish Council believes that the Sevenoaks Neighbourhood Plan would be greatly improved by such a policy for Sevenoaks Quarry. The draft Plan recognises that the District Council must first remove the site from the Green Belt by completing the Local Plan review (page 75). This would enable the Neighbourhood Plan to complete its remaining stages and become part of the Development Plan when approved by a Referendum. Its policies, rather than those of the Local Plan, could then determine how Sevenoaks Quarry is to be developed. The Design Guidance for Sevenoaks Quarry in Appendix 2 of the Local Plan states: <i>"The specifics of any scheme should be developed in conjunction with the local community including through the Draft Sevenoaks Neighbourhood Development Plan"</i> For this to be achieved the Parish Council asks that the following points are addressed: To make the Neighbourhood Plan consistent with the new Local Plan The Neighbourhood Plan acknowledges that its policies "will need to be in accordance with the new emerging Local Plan's strategic policies" (page 19). The Parish Council requests that the following inconsistencies are addressed because they cause uncertainty for the future of Seal village: Identifying the Sevenoaks Quarry site Neighbourhood Plan Policy D1 states "Development to be promoted... include - Tarmac Ltd. site, 'Greatness' but Policy ST2 of the Local Plan includes among the sites to be allocated "Site 13 Sevenoaks Quarry..." The boundary of the site shown by Fig. 4.7 in the Neighbourhood Plan excludes that part of the site outside the plan boundary which is in Seal Parish For the avoidance of doubt it would be helpful if the Neighbourhood Plan used the same site name as the Local Plan and explained the variation in boundary. The Town Council and the Parish Council might agree a form of words to describe that part of the site outside the plan area and to indicate the boundary. Proposed land uses on the site The key to Fig. 4.7 in the Neighbourhood Plan shows the "Tarmac Ltd. site, 'Greatness' as a "Mixed-use Allocation". The term "mixed use" normally refers to mixed commercial and residential land use, and it is used in that context elsewhere in the Plan. Policy E1 of the Neighbourhood Plan supports the provision of sites for start-up business space and preferred locations include "allocated mixed use" sites. However, Local Plan Policy ST2 says that the allocated sites "will provide for a range of housing types, density, mix and tenure..." For clarity it would help greatly if Policy D1 and Fig. 4.7 of the Neighbourhood Plan specify the land uses that are proposed for the Sevenoaks Quarry site as being residential, open space, recreation, education, and community.	Noted	
75					
76					
77				Noted	
78				Rename Site 7 as 'Sevenoaks Quarry' and add note that the boundary of the site includes land within the Sevenoaks Town boundary only	Retaining of Site 7 as Sevenoaks Quarry not agreed. Steering Group felt that the wider public better understood the site as the Tarmac Site as it is currently referred to in the NP Adding note re boundary agreed by NP Steering Group 12 January 2021
79				Amend Figure 4.7 and policy D1 to indicate potential uses as residential, open space, recreation, education, and community	This is no longer relevant as the site will now be referred to as a non-allocated site in this plan

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
80			<p>Green Belt boundary at Seal</p> <p>Although the figure at page 27 of the Local Plan (also in "Appendix 2: Housing and Mixed Use Allocations: Maps and Development Guidance") shows an eastern part of the Sevenoaks Quarry site as remaining in the Green Belt, this is not shown by Fig. 4.7 in the Neighbourhood Plan which suggests that the whole site is to be removed from the Green Belt.</p> <p>The Neighbourhood Plan contains no objective or policy to protect the Green Belt, and does not refer to preserving the Green Belt around the village of Seal, although it states that the public consultation resulted in a number of issues that the Plan will address including "The need to protect the Green Belt and other green open spaces" (page 30).</p> <p>The Parish Council has asked the Inspector for the Local Plan Examination to recommend that the whole of the open part of the Sevenoaks Quarry site remain in Green Belt. Similarly it requests that the Neighbourhood Plan defines the boundary of the Green Belt as the limit of built development on the site, and thus ensure that Seal Village remains separate from the urban area.</p>	<p>Figure 4.7 and text do not say that site should be taken out of green belt. The diagram indicated that there is an opportunity for development on the land and this is supported. To be clarified in final NP.</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
81			<p>Phasing of the Sevenoaks Quarry site</p> <p>Policy L3 says "The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site ... when gravel extraction has been completed. This space must be delivered as a pre-cursor to any residential development on the site".</p> <p>Policy S1 says "The Neighbourhood Plan will support ... the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site."</p> <p>The Local Plan however, envisages a first phase of 150 dwellings which Tarmac propose be delivered before mineral working has ceased by relocating the processing plant on the site. It is suggested that the Neighbourhood Plan be amended to reflect the phasing proposed by the adopted Local Plan.</p>	<p>Amend Policy L3 to read: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered in advance or in parallel with any residential development on the site. (Now Policy L5)</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
82			<p>The number of new dwellings</p> <p>The Neighbourhood Plan must provide at least as many dwellings as the Local Plan. Appendix 11 (page 118) states that "The Submission Version Local Plan identifies twelve ... allocations within the Neighbourhood Plan area (Policy ST2) ... Together the sites (have) the potential to deliver 1,275 dwellings."</p> <p>The Neighbourhood Plan does not state the total number of dwellings represented by the 13 sites listed in Policy D1, or the number provided in total. It appears to the Parish Council that 5 residential sites to be allocated by the Local Plan are omitted, including ST2-6 for redevelopment of Sevenoaks Hospital with 73 dwellings. There are three new sites in the Neighbourhood Plan to include housing which are currently in employment use or are car parks. Other sites in the Neighbourhood Plan are attributed a different dwelling capacity from that in the Local Plan.</p> <p>Policy D1 of the Neighbourhood Plan says only that the sites listed are to be 'promoted' but does not confirm whether the sites which are additional to the Local Plan are intended to be allocated, or whether the Local Plan sites that are omitted are not supported.</p> <p>It is suggested that Policy D1 should be amended to clarify the status of the sites listed, and that of any other sites allocated in the Local Plan. Also it would be helpful if the section dealing with the total dwelling capacity of sites is moved from Appendix 11 into the main text, and amplified to show the net effect on dwelling provision of all the allocations in the Neighbourhood Plan.</p>	<p>Appendix A11 to be updated to reflect current planning position but to remain in its current location in the plan.</p> <p>The planning status of sites is identified in Figure 4.7 and in subsequent site descriptions.</p>	
83			<p>To bring the Neighbourhood Plan up to date</p> <p>The Parish Council has examined evidence provided to the Local Plan Examination, notably the objections by the County Council as the Minerals Planning, Highways and Education Authority, and the representations by David Lock Associates for Tarmac. It proposes that the following should be reflected in the Neighbourhood Plan policies for the Sevenoaks Quarry site:</p>	<p>Noted</p>	
84			<p>Dwelling capacity</p> <p>Tarmac now propose that the site could accommodate 800 dwellings, and the Neighbourhood Plan should state whether it accepts this increase from 600.</p>	<p>Amend potential quantum to give a range of 600-800 homes (as noted above in response to SDC comments)</p>	<p>Not agreed retain as 600 homes</p>

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
85			<p>Primary school provision on-site The County Council believes that primary school pupils from the first phase of 150 dwellings can be accommodated in existing schools, notably at Seal, but requires a new primary school to be provided on the site, even with 600 dwellings. The Parish Council understands that Tarmac consider this feasible and are working on the design implications. However, the Neighbourhood Plan states that "initial discussions have been held to consider the potential to provide a new primary school on land adjacent to Knole Academy..." (page 58).</p> <p>The Parish Council supports the provision of a new school on the Sevenoaks Quarry site because in addition to avoiding future pressure on existing schools, this location will reduce traffic movements from the site, and avoid cross-town school trips which are a significant cause of peak period congestion in Seal and on the A25. The Council would welcome inclusion of a primary school in the Neighbourhood Plan policies for the site.</p>	To be discussed. Potentially include under Policy D1 or a new Policy D2 (see below)	Agreed by NP Steering Group (12 January 2021) that potential uses for the Tarmac Site should also include a Primary School and also health care facilities or small business space
86			<p>Improvements to the Bat & Ball junction on A25 The County Council and Tarmac are working towards an agreed design to replace the light controlled Bat & Ball junction with a roundabout designed to reduce queuing at peak periods. The Parish Council believes that Neighbourhood Plan policies should require such a scheme to enable the site to proceed. It also supports the Tarmac position that a strategic approach should be taken to A25 improvements by pooling developer contributions from relevant sites in Sevenoaks.</p>	Noted	
87			<p>Recreation uses Existing planning conditions for the restoration of the quarry ensure there will be public access for informal recreation after mineral extraction ceases (see Kent County Council consent SE/08/675 January 2010). The Parish Council supports such use, but is opposed to motorised water sports on the lake because of the noise created and the need to transport powered boats through the narrow, one-way streets of Seal.</p> <p>The Neighbourhood Plan states that: "Greatness Park will be an active space. The lake will be used for a range of water sports and will be served by a visitor centre and boatyard". Tarmac envisage a car park on Childsbridge Lane to give access to commercial leisure activities. The Parish Council is opposed to vehicle access from Childsbridge Lane because of the traffic implications for Seal and Kemsing, which are both unsuitable for use by leisure traffic drawn from a wide area.</p> <p>The Parish Council therefore wishes intrusive uses of the lake and open space, and vehicle access to the site from Childsbridge Lane, to be prevented by Neighbourhood Plan policy.</p>	Discuss. Perhaps amend supporting text under Policy S1 to say "The lake will be used for a range of non-motorised watersports..."	Not agreed. Flexibility on future uses to be retained.
88			<p>Technical corrections</p> <p>Brownfield land The site is currently a mineral working and planning conditions ensure the restoration of the quarry after quarrying ceases (see KCC consent SE/08/675). The site is therefore not 'brownfield' or 'previously developed' land as defined by the NPPF, but for planning purposes is a 'greenfield' site to reflect its restored state.</p>	Amend reference to brownfield in respect of Sevenoaks Quarry site on pages 75 and 118.	Recommended action agreed by NP Steering Group 12 January 2021
89			<p>Minerals Neighbourhood Plan policies L3 and S1 and elsewhere refer to 'gravel extraction' from the Sevenoaks quarry. However, the site is quarried for sand and also accommodates the processing of the minerals and the manufacture of mineral products.</p>	Amend reference to gravel extraction and replace with sand extraction (pages 6, 24, 47, 62, 69, 74, 75, 82, 88 and 98) and in wording of Policy L3 (page 47) (Now Policy L5)	Recommended action agreed by NP Steering Group 12 January 2021
90			<p>Policy to deal with the above Neighbourhood Plan Policies L3, S1 and D1 refer to the Tarmac site, and Policy D2 refers to the design principles that apply to sites in the North Sevenoaks Masterplan area (see also page 75). Further design principles for the site are given on page 69 and page 76. Policies COM2 and D3 provide general principles for community uses and affordable housing that apply to all Neighbourhood Plan sites. Appendix 2 of the Local Plan also sets out some design principles for the Sevenoaks Quarry site.</p> <p>There are common elements among these provisions, but there is a clear need for the Neighbourhood Plan to consolidate and update them. The Parish Council believes that the essential requirements should be expressed in a planning policy specific to the site, and a suggestion is attached as Annex 1.</p>	To be discussed. Possible to remove Sevenoaks Quarry from Policy D1 and address this larger site as a separate policy (D2)	Agreed that the Tarmac Site is of a different scale than other sites in the NP and should be considered in a redrafted Policy D2. Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
91			<p>Annex 1 Example of Policy for Sevenoaks Quarry</p> <ol style="list-style-type: none"> Sevenoaks Quarry as defined on the Policies Map is allocated and safeguarded in part for the development for between 600 and 800 dwellings. (Indicate the expected phasing). The prospective applicant will prepare a Masterplan which addresses the phasing, the requirements of other this and other policies, and the necessary infrastructure and services. The masterplan will be completed and agreed in advance of the formal submission of a planning application. The Masterplan must demonstrate the feasibility of major development through traffic, flood, environmental and viability assessments, and by confirmation of the mineral extraction programme in agreement with KCC, the Minerals Planning Authority. The Masterplan will commit to the infrastructure necessary to support the development and which will be funded by it, and which includes: <ul style="list-style-type: none"> The provision of satisfactory highway access to the A225 Otford Road and the A25, including improvement of the Bat & Ball A25 junction, to schemes to be agreed by the Highways Authority. The creation of an east/west pedestrian and cycle route through the site to connect with existing public rights of way and to link directly with schools at Seal and the Weald/Trinity site on A25, the Bar & Rail station and Childsbridge Lane, Seal. The provision of additional school capacity as required by the Education Authority which will include a new primary school on the site and a contribution to secondary education in Sevenoaks urban area. Provision of a site for a GP surgery No vehicle access to the housing area and leisure uses will be made to or from Childsbridge Lane to prevent additional congestion of the one-way residential streets of Seal Conservation Area which must not be used to access the A25 from the east of the site. The highway improvements (in 4 above) will be open no later than the completion of 15% of the total dwellings within the Masterplan area (or such proportion agreed by the Highways Authority). 40% of the housing will be affordable tenure, and a high proportion of market dwellings will be of 1 or 2 bedrooms, to comply with the housing policies of the Local Plan. The housing development will be confined to the west of the site and establish a clear Green Belt boundary for the long term. The remainder of the site provides a valuable open area between Seal village and the Sevenoaks urban area and will remain within the Green Belt. This area will be used for informal recreation and public access. The development will respect the setting of the Kent Downs Area of Outstanding Natural Beauty in terms of design, scale, massing and materials, and have regard to the landscape character and relevant policies of the Kent Downs AONB Management Plan. The development will take advantage of the opportunities for net biodiversity gains on the site. 	See note above. Discuss detail set out in the Annex.	Agreed to redraft policy in relation to the Tarmac Site (see above) but that whilst some of the principles suggested are relevant others are too prescriptive.
92	Charles George (Sevenoaks Society)	23 February 2020	<p>At a meeting of the Committee of the Sevenoaks Society on 29 January 2020, the Committee considered the consultation draft (January 2020) of the Sevenoaks Town Neighbourhood Plan, and, whilst broadly supporting the contents of the plan resolved to submit the following three proposed amendments to the Town Council</p> <p>Proposing a new Policy C1A on page 38, to follow the existing Policy C1:</p> <p>"Development of vacant and underused sites will be encouraged and facilitated"</p> <p>Rationale: This proposal has particularly in mind the Farmers site and the Edwards electrical site, but is not confined to them; and is consistent with Policy ST1 on page 20 of the Submission Version of the Local Plan and the reference to promoting "redevelopment of ...vacant and/or undeveloped sites" in the place-making proposals and priorities for the Sevenoaks Urban Area on page 21, thereof.</p> <p>Amend Policy M5 on page 52 to include specific reference to the improvement of the Bat and Ball Junction for vehicular, pedestrian and cycle movements.</p> <p>Rationale: As presently drafted Policy M5 refers solely to improving pedestrian and cycling crossing facilities at the Bat and Ball Junction. Both the draft Local Plan and the Neighbourhood Plan envisage considerable housing development in northern Sevenoaks which will pass through the Bat and Ball Junction. The document submitted to the Sevenoaks Local Plan Examination "Existing Infrastructure Deficiencies Note October 2019" ED28, records at Table 1, page 4, that:</p> <p>"Kent County Council have stated in various submissions to the Local Plan and through Duty to Cooperate discussions that there are a number of existing transport deficiencies in Sevenoaks including: Bat & Ball junction is at capacity".</p> <p>Therefore any policy in relation to this junction should include reference to the need to enhance its capacity for vehicular movements.</p>		
93			<p>Proposing a new Policy C1A on page 38, to follow the existing Policy C1:</p> <p>"Development of vacant and underused sites will be encouraged and facilitated"</p> <p>Rationale: This proposal has particularly in mind the Farmers site and the Edwards electrical site, but is not confined to them; and is consistent with Policy ST1 on page 20 of the Submission Version of the Local Plan and the reference to promoting "redevelopment of ...vacant and/or undeveloped sites" in the place-making proposals and priorities for the Sevenoaks Urban Area on page 21, thereof.</p> <p>Amend Policy M5 on page 52 to include specific reference to the improvement of the Bat and Ball Junction for vehicular, pedestrian and cycle movements.</p> <p>Rationale: As presently drafted Policy M5 refers solely to improving pedestrian and cycling crossing facilities at the Bat and Ball Junction. Both the draft Local Plan and the Neighbourhood Plan envisage considerable housing development in northern Sevenoaks which will pass through the Bat and Ball Junction. The document submitted to the Sevenoaks Local Plan Examination "Existing Infrastructure Deficiencies Note October 2019" ED28, records at Table 1, page 4, that:</p> <p>"Kent County Council have stated in various submissions to the Local Plan and through Duty to Cooperate discussions that there are a number of existing transport deficiencies in Sevenoaks including: Bat & Ball junction is at capacity".</p> <p>Therefore any policy in relation to this junction should include reference to the need to enhance its capacity for vehicular movements.</p>	Not sure that this adds much. Maybe put a note in the supporting text under policy C1 that emphasises this point. To be discussed	Some members of the Steering Group felt that this was important but potential policy should not reference 'facilitating' development on vacant sites.
94			<p>Proposing a new Policy C1A on page 38, to follow the existing Policy C1:</p> <p>"Development of vacant and underused sites will be encouraged and facilitated"</p> <p>Rationale: This proposal has particularly in mind the Farmers site and the Edwards electrical site, but is not confined to them; and is consistent with Policy ST1 on page 20 of the Submission Version of the Local Plan and the reference to promoting "redevelopment of ...vacant and/or undeveloped sites" in the place-making proposals and priorities for the Sevenoaks Urban Area on page 21, thereof.</p> <p>Amend Policy M5 on page 52 to include specific reference to the improvement of the Bat and Ball Junction for vehicular, pedestrian and cycle movements.</p> <p>Rationale: As presently drafted Policy M5 refers solely to improving pedestrian and cycling crossing facilities at the Bat and Ball Junction. Both the draft Local Plan and the Neighbourhood Plan envisage considerable housing development in northern Sevenoaks which will pass through the Bat and Ball Junction. The document submitted to the Sevenoaks Local Plan Examination "Existing Infrastructure Deficiencies Note October 2019" ED28, records at Table 1, page 4, that:</p> <p>"Kent County Council have stated in various submissions to the Local Plan and through Duty to Cooperate discussions that there are a number of existing transport deficiencies in Sevenoaks including: Bat & Ball junction is at capacity".</p> <p>Therefore any policy in relation to this junction should include reference to the need to enhance its capacity for vehicular movements.</p>	I think this comment is missing the point of Policy M5 which is aiming to improve the environment for walking and cycling and in particular to make it easier to cross major junctions like Bat and Ball where the current conditions are likely to deter people from walking and cycling. Discuss	Neither the current or emerging Local Plan has a Policy on this and so additional aim to be added – Aim C2 in the NP
					It was agreed that reference to vehicular movement at Bat and Ball Junction should not be included in Policy M5 but that it needs to be covered elsewhere and that the best place is probably in relation to redrafted Policy D2 relating to the Tarmac site.
					Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
95			In the table on page 69 relating to the Quarry Site, add as a constraint: "The current signalised Bat and Ball Junction cannot accommodate additional flows from the development without significant improvements to cater for vehicular, pedestrian and cycle movements". Rationale: As presently worded the Neighbourhood Plan is inconsistent with the draft Local Plan which expressly recognises at page 26 that "Improvements to the Bat and Ball Junction" are needed if the Sevenoaks Quarry is to be redeveloped. The fact that Tarmac currently concedes that improvements to the junction are needed is not a reason for omitting expressly to refer to this in the Neighbourhood Plan. Tarmac welcomes the progress on the Neighbourhood Plan and is supportive of the Town Council's intention to put in place local planning policies and aims for the future of the town and, in particular, for Sevenoaks Quarry (also referred to as Greatness Quarry).	Add a reference to transport constraints in the site description. (page 69)	Recommended action agreed by NP Steering Group 12 January 2021. (will be as part of revised Policy D2)
96	Darren Bell (David Lock Associates on behalf of Tarmac) dbell@davidlock.com	13 March 2020	The Sevenoaks Town Neighbourhood Plan is an opportunity to shape, direct and deliver sustainable development, and Tarmac welcome the publication of the consultation draft. It will be important, as the Neighbourhood Plan progresses alongside the Sevenoaks Local Plan, that the Neighbourhood Plan supports the delivery of strategic policies and meets the basic conditions. Sevenoaks Quarry is the subject of sand extraction and related uses until 2030 under the current minerals planning permission (Kent County Council reference: SE/08/675). For clarity, condition 5 on that permissions requires Tarmac to submit details of the updated progressive extraction and restoration of the site in five-year periods. The details for 2017-2021 were submitted to Kent County Council recently (and considered by the Town Council at its planning committee on 27th January). The submitted scheme relates to the current situation, without residential or formal leisure and recreation development. Future five-year submissions will be prepared on the basis of enabling residential development and recreation and leisure uses, subject to the inclusion of the site as an allocation for such uses in an adopted development plan.	Noted	
97			Tarmac has promoted the site for mixed-use development for a number of years and the site is included as an allocation within the submission draft version of the Sevenoaks Local Plan (Policy ST 2-13). The redevelopment, as proposed by Tarmac, is for approximately 800 new homes, new green infrastructure and a lake for recreation and leisure uses, the re-use of the former Oast House and the provision of new community uses, including land for a new primary school.	Noted	
98			An early phase of development can be brought forward on land occupied predominantly by the existing buildings, operational plant, car parking areas and other hard standing. The intention is to progress the first phase concurrent with the continued sand extraction on quarry areas to the north, and via a separate access (from Farm Road). The first phase would bring about the refurbishment of the former Oast house and deliver a pedestrian route through the site to Childsbridge Lane in Seal. Completion of the first new homes is estimated to be 2024/25. The remaining areas of the site, including the lake, would be delivered post-extraction (after 2030) and the main residential access. The Neighbourhood Plan has been framed around a vision for the town in 2038, seven themes and sixteen key objectives for achieving the vision. Tarmac agrees with the broad vision and the key objectives. Moreover, the proposed inclusion of the quarry site as an allocation under Policy D1, site 7, is supported subject to some specific suggested changes below. The redevelopment of Sevenoaks Quarry, a key proposal in the Neighbourhood Plan, will help in achieving the following key objectives: <ul style="list-style-type: none"> · Objective 1 enhancing an historic asset; · Objective 5 creating new publicly accessible green space; · Objective 7 promoting sustainable travel modes; · Objective 11 delivering enhanced community assets; · Objective 13 enhancing recreational facilities; · Objective 14 delivering high quality development on under-utilised land; and · Objective 15 delivering a range of new homes to meet local needs. Policy L3 and Policy S1	Noted	
99			The Neighbourhood Plan has been framed around a vision for the town in 2038, seven themes and sixteen key objectives for achieving the vision. Tarmac agrees with the broad vision and the key objectives. Moreover, the proposed inclusion of the quarry site as an allocation under Policy D1, site 7, is supported subject to some specific suggested changes below. The redevelopment of Sevenoaks Quarry, a key proposal in the Neighbourhood Plan, will help in achieving the following key objectives: <ul style="list-style-type: none"> · Objective 1 enhancing an historic asset; · Objective 5 creating new publicly accessible green space; · Objective 7 promoting sustainable travel modes; · Objective 11 delivering enhanced community assets; · Objective 13 enhancing recreational facilities; · Objective 14 delivering high quality development on under-utilised land; and · Objective 15 delivering a range of new homes to meet local needs. Policy L3 and Policy S1	Noted	
100			Policy L3 States that the provision of public open space, community uses and leisure opportunities at Tarmac's site should be a pre-cursor to any residential development. Policy S1 requires new sports/water sports facilities at the site to be delivered "either in advance of or in parallel with new homes on the site". Whilst some new public open space, refurbishment of the Oast House and leisure links (pedestrian route to Childsbridge Lane) can be achieved through the first phase, the opportunity of the lake for recreation and leisure uses cannot be delivered until after 2030. For consistency, it is suggested the last sentence of Policy L3 be amended to read: "This space must be delivered as a pre-cursor to any residential development on the site either in advance or in parallel with new homes on the site".	Amend Policy L3 to read (as detailed previously): The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered in advance of or in parallel with any residential development on the site. (Now Policy L5)	Recommended action agreed by NP Steering Group 12 January 2021
101					
102					

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
103			<p>Objective 6 – Long-term strategic transport approach</p> <p>The Town Council's objective to work with the District Council and County Council identify a long-term approach to transport in Sevenoaks is supported. Tarmac made representations to the Sevenoaks Local Plan Policy T1 Transport and Infrastructure, and submitted a hearing statement to the Examination, suggesting a strategic approach should be taken with respect to the northern Sevenoaks and the A25 in particular.</p> <p>Objective 6 is supported by national policy in terms of the need to cost-effectively mitigate transport impacts guidance (NPPF paragraph 108c) and national planning guidance where it states that authorities should consider the cumulative impacts on transport networks (Planning Practice Guidance ID: 54-001-20141010).</p> <p>A full Transport Assessment, has, however been undertaken by David Tucker Associates on behalf of Tarmac for 800 dwellings at Sevenoaks Quarry. This has been prepared in conjunction with the highways authority and it does demonstrate a deliverable improvement scheme for Bat and Ball junction and a package of mitigation measures to ensure a sustainable transport approach. Tarmac welcome the opportunity for continued discussions with the Town Council over transport matters.</p>	Noted	
104			<p>Policy D2</p> <p>Policy D2 sets out that any development proposals falling within northern Sevenoaks should follow the principles of the Northern Sevenoaks Masterplan. The Masterplan is a helpful evidence document but Policy D2 would, in effect, elevate it to neighbourhood plan policy status. Once the plan is 'made' it would then become part of the statutory development plan for planning decisions in Sevenoaks Town. The masterplan itself has not been through the same level of scrutiny expected for a development plan document and it would not be appropriate for it to be elevated to this status. Notwithstanding this, Tarmac has no specific concerns about the content of the 'Northern Sevenoaks Masterplan' and, in fact, Tarmac wrote in support of it during its consultation.</p> <p>As an alternative it is suggested that Policy D2 is deleted but referred to within the supporting text to Policy D1 as a relevant guidance document where sites fall within northern Sevenoaks. In this context, the details of the Northern Sevenoaks Masterplan on pages 74-76 could be appended in the same way the sports, cultural and transport strategies have been.</p>	To be discussed	<p>Policy D2 to be redrafted as referenced under comment 75.</p> <p>Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021</p>
105			<p>Policy D1 Site 7 – Tarmac Ltd site, Greatness (page 69)</p> <p>Tarmac support the inclusion of Sevenoaks Quarry (Policy D1 Site 7 – 'Tarmac Ltd site, Greatness') as a proposed allocation in Sevenoaks Town for residential and mixed-use development. It is in a sustainable location, close to employment, other facilities and Bat and Ball Station. Its redevelopment would achieve sustainable development and it can be delivered in the timeframe of the Neighbourhood Plan (by 2038). There are, however, a number of specific amendments that are suggested below in the interest of ensuring a robust policy.</p> <p>Initial master planning work has shown that approximately 800 dwellings, not 600 dwellings, can be delivered at the site whilst maintaining the guide of 30-40 dwellings per hectare. This is also the figure used in recent technical work, including the transport assessment. The higher quantum would also help to deliver the range of benefits and housing mix.</p> <p>It is also suggested that the policy set out the phasing intentions of delivering an early phase from 2024/25 and the remaining dwellings post 2030.</p>	Amend potential quantum to give a range of 600-800 homes	Not agreed – see comment 69
106				Add note re potential phasing	Consider as part of rewording of policy D2
107				To be discussed - see comment from Seal Parish Council above	Agreed by NP Steering Group (12 January 2021) that potential uses for the Tarmac Site should also include a Primary School (see comment 70)
108				Discuss inclusion of this wording as part of the description of the site	Consider as part of rewording of policy D2
109			<p>The boundary of the allocation shown on page 69 is understood in the context of Sevenoaks Town Council not being able to allocate land in adjoining parish areas. For clarity, Tarmac is promoting the whole site be removed from the Green Belt, including the area within Seal Parish Council, but that land to the east is not being proposed for residential development (but will still have a role in supporting development in terms of green space and recreational uses). Whilst this will be a matter for Sevenoaks Local Plan, it is suggested the following text be included:</p> <p>"Land beyond Sevenoaks Town Council's area to the east, within Seal Town Council forms part of the wider Sevenoaks Quarry site and can support development through green space, recreation and sustainable transport".</p>	Discuss inclusion of this wording as part of the description of the site "Land beyond Sevenoaks Town Council's area to the east, within Seal Town Council forms part of the wider Sevenoaks Quarry site and can support development through green space, recreation and sustainable transport".	Consider as part of rewording of policy D2
110			It is also suggested that the following minor amendments are made to the text on Page 69:		

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
111			The operational site is known as Sevenoaks Quarry and it is also called this in the Draft Sevenoaks Local plan. For consistency, it is suggested Policy D1 Site 7 site be renamed "Sevenoaks Quarry" . There is only one former Oast House. Whilst there are other buildings on the site, the former Oast house is the only locally listed building and the others should not be referred to as historic buildings.	Rename Site 7 as Sevenoaks Quarry	Not agreed – refer to comment 63
112			The site adjoins Greatness Brickworks SSSI (designated for geological reasons not nature conservation purposes). No part of the SSSI falls within the proposed development site but is within the current Enovert landfill site.	Noted - amended description under Policy L3, (now policy L5) D1 and D2.	Recommended action agreed by NP Steering Group 12 January 2021
113			With reference to access, it should be added that there is an existing secondary access point from Farm Road (the former main access of the quarry) and a further existing access point from Childsbridge Lane.	Updated description of constraints under Policy D1	Recommended action agreed by NP Steering Group 12 January 2021 (as part of rewording of policy D2)
114			Support in general of the whole plan but concerned about the lack of progress under THEME THREE MOVEMENT AND PUBLIC REALM. Little headway appears to have been made with regard to policies that improve the lives of Sevenoaks inhabitants under the heading Movement and Public Realm with the document using phrases such as "supports proposals" and will progress proposals when little action appears to have been taken. Suggested cycle routes in Sevenoaks Urban Area approved in 2012. Possible routes have been broken down in detail and individual sections of each route are made with brief photos, descriptions and the benefits that would derive from being established. Detailed recommendations should not be shelved but brought to the fore as a means of delivering solutions to larger issues such as increasing traffic and traffic speed, air pollution, climate change and carbon reduction. A link from Oakdene Road to Otford Road skirting the Wildfowl Reserve was suggested by SUSTRANS in 1992 nearly 30 years ago. Are there still difficulties? Cyclists are very disinclined to use roads in Sevenoaks due to the speed and size of vehicles and their closeness. When these aspects of a cycling strategy that was agreed 8 years ago are considered with the current issues related to a suitable traffic plan for Sevenoaks, much needs to be done. The requirements of cyclists are clear and tracks/paths will be used once they are suitably established as such. But, traffic movement will be lessened when a clear plan that relates to vehicles emerges which recognizes the needs of all users.	Discuss reference to these access points which are both points of concern for Seal Parish Council and some residents	Consider as part of rewording of policy D2
COMMENTS EMAILED TO PLANNING					
115	Jim Hughes (resident) jim.hughes.ai@th@gn ail.com		Regeneration of area outside One Stop (Seal Road) This is as far as I am aware, the only sub post office in the town, and a much needed and used resource. The area outside the shop is owned by Kent Highways and is run down and neglected. It should be included on these plans. Better maintenance of the Mill Pond Again, this would improve the appearance of the area. After much investment and work by the Greatness Residents' Association to make this a pleasant public resource, it is a shame it's not being maintained, either by SDC or Kent Highways who had made a commitment to empty the silt traps, but failed to do so. Use of Farm Lane, Greatness Lane and Mill Lane as access/exit roads for the new 'Tarmac' housing development. Issues identified with this include: • Greatness Lane has parking on both sides, is single lane for most of its length and as a consequence is frequently blocked. • Greatness Lane / A25 Junction at One Stop is already a severe problem area. Farm Lane / Mill Lane is a series of 90 degree turns and single lane traffic. Junction Mill Lane / A25 - poor sight lines • Top of Mill Lane - issues with football and Hope Church traffic parking on pavements and on both sides of the road. Frequently blocked. • Mill Lane - Single Lane traffic along its length. The plan includes a road from the new site to Childsbridge Lane; which is only intended to be used for emergency vehicles. I feel it is important that this proposed road should be used for all traffic, not just emergency vehicles, as well as using the existing road access to the tarmac quarry (past Bat & Ball Station). Both of these roads would be preferable to creating new access via Farm Road. Both of these alternative options are not in residential areas, and don't have traffic problems associated with Mill Lane, and Greatness Lane.	No change to Neighbourhood Plan but need for progress on cycling strategy to be noted. Policy M2 to suggest a refresh of the cycling strategy	
116	Karen Hilson (resident)	28 March 2020		Policy C8 indicates support for proposals to enhance gateways and arrival points into the town including the junction of Seal Road with Greatness Road and Hospital Road (the One Stop Shop). Should the policy wording be stronger? i.e. The Neighbourhood Plan encourages the preparation of proposals that enhance the gateways and arrival points into the town ... Should reference be made to the Mill Pond in the Neighbourhood Plan? To be discussed.	NP Steering Group 12 January 2021 agreed stronger policy wording
117				Description of site under Policy D1 states a requirement to 'Carefully manage vehicular access to the site to avoid impacting detrimentally on adjacent residential areas and the wider movement network in the area' Does the Neighbourhood Plan need to say anything more on this issue?	No this is managed by the District Council – not a NP matter
118					Consider as part of rewording of policy D2 Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
119			<p>The replacement of the tennis courts at the community centre with a Multi-Use Games Area (MUGA) at Greatness Recreation Ground.</p> <p>The current pandemic has highlighted the need to keep the Greatness Recreation Ground as an open space available for the community to enjoy. This proposal would reduce the already limited space available for people enjoying Greatness Recreation Ground as a place to walk, run and play. The plans indicate that the MUGA would be positioned such that it will overlook the rear gardens of the houses in Mill Lane causing a visual and noise disturbance.</p> <p>Given the issues with accessing and parking at the recreation ground, I feel that this facility would be better utilised if it were sited either:</p> <p>1) at Sevenoaks Community Centre, Otford Road: advantages include, non-residential area, better access by train and car, adequate parking and better facilities including community centre, changing rooms and cafe at Bat and Ball.</p> <p>2) at Holly bush: advantages include distanced from residents, more parking, cafe, existing hard games areas, disused outdoor bowls court.</p> <p>Areas absent in the plan:</p> <p>1. Regeneration area outside One Stop (Seal Road) Whilst the plan concentrates on the aesthetic improvement of the area, it fails to address this eyesore outside the shop.</p> <p>2. Better maintenance of the Mill Pond: Again, this would improve the appearance of the area. After much investment it is a shame it's not being maintained.</p> <p>Area's of concern in the plan; Potential to use Farm Lane, Greatness Lane and Mill Lane as access/exit to the new housing estate. These roads do not have the capacity and only allow for single car access. A case in turn is on Club night at the 4th Sevenoaks Mill Lane Club house when there is a bottle neck for just a few people who use their cars to pick up/drop off cubs.</p> <p>Replacement of the tennis courts at the community centre with a MUGA at Greatness Rec</p> <p>The creation of a MUGA at Greatness Rec. - The proposal to move the tennis courts from their current location at the Community Centre to Greatness Park is poorly thought out. creating a MUGA at Greatness will reduce the already limited space available for people to enjoy Greatness Rec in addition it'll increase traffic and parking requirements in a space where parking is already a problem especially on Sevenoaks Town FC match days where you've allowed people to park on the recreation ground itself already, where will you expect these cars to be parked? The current location is much better, its non-residential has better access by train and car, plenty of parking and better facilities including the new cafe you've plowed money into, surely it make sense to have increased customers using the cafe etc. at Bat and Ball.</p> <p>If you're set on moving it from the community centre location then even HollyBush has better parking, better existing refreshment facilities and is positioned away from residential properties.</p>	The MUGA is now complete and installed at the Bat and Ball centre site	
120	Zoe Parra (resident)	25 March 2020		See reference above	
121				See reference above	
122	Daniel Neeves daniel@neeves.net	29 March 2020		The MUGA is now complete and installed at the Bat and Ball centre site	
OTHER COMMENTS PROVIDED IN WRITING					
123	Roger Fitzgerald (ADP Architecture) roger.fitzgerald@adp-architecture.com	12 June 2020	<p>Whilst plans are being developed to address the short-term implications of Covid-19 on Sevenoaks Town Centre, I am just as interested in how we could make significant improvements in the medium and long term.</p> <p>The town could be so much better. The High Street and London Road are dominated by traffic, car parks are too visually dominant, and backland areas are opportunities for investment.</p> <p>The key lies in the "public realm" - to create external places for people to enjoy. Streets can be re-prioritised, with less emphasis on their function as vehicular through-routes, but more as places for people. Sevenoaks was once a thriving market town, but now its market stalls are consigned to the edges of car parks and roads. They could be transformed, by being given a permanent home, with plenty of space for people to enjoy visiting the market as a leisure and social experience.</p> <p>The aerial view below explores the latent potential of the town centre: the opportunities to create a new market square next to the bus station; to widen the footpaths on both sides of the High Street and London Road, by making them both one-way (southbound and northbound respectively), and by strengthening the east-west pedestrian routes. (PLANS PROVIDED)</p>	<p>Objective 8 promotes public realm enhancements to improve the pedestrian experience in the town and Policy M10 supports proposals for public realm improvements, including innovative proposals and potential for shared surfaces. The supporting text promotes preparation of a town centre public realm strategy.</p> <p>Should reference to the potential of introducing one way working in the town centre be added to this supporting text?</p>	<p>Consider some minor amendments to the supporting text to this policy to 'balance the needs of vehicular movements with and enhanced pedestrian environment'.</p> <p>The plans prepared by Roger Fitzgerald were not part of the NP Consultation and it was therefore agreed that they should not be included in the Neighbourhood Plan. It was noted the Plan provided sufficient relevant policies and comments and these proposals could be progressed following its adoption with opportunity for residents and other stakeholders to express their views at that stage</p>

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
124			<p>A radical plan like this will require significant investment and political courage. But there is plenty of evidence from elsewhere that improving the quality of public realm brings social, cultural and economic benefit. An improved environment encourages people to spend more social and leisure time on the high street, attracts local business and brings a wider range of shops. Higher demand leads to less vacant retail space, higher rents, income from external spaces (such as pop-up cafes and market stalls), and the potential to develop backlands areas to create start-up business units, art studios and key worker housing.</p> <p>Making the High Street and London Road one-way would create more space for social-distancing in the short-term. But, beyond coronavirus, these streets could become places where people want to dwell: to stop and talk, sit down and eat or drink. The clutter of signs could be removed and replaced with consistent and unified street furniture. Roads and pavements could be unified too, with kerbs removed to create a level, shared surface.</p> <p>Practical issues can be addressed. Bays could be created for out-of-hours servicing vehicles, for taxis, emergency vehicles and blue badge holders. The loss of parking on Buckhurst 1 and the High Street could be replaced by building another decked car park as part of a backlands redevelopment.</p> <p>The market at the south end of the High Street survives in spite of its environment. How much better this could be, with a narrower highway, fewer fumes from passing traffic, trees and places to sit, and more space between the market stalls. This market could flow through to the Buckhurst 1 market, next to the bus station.</p> <p>There could be heritage trails, treasure hunts, music and drama, street artists and impromptu performances. To reduce through traffic, at the weekend, visitors to Knole could be encouraged to use Buckhurst 2 and other town car parks: it is a short (and delightful) walk through Webbs Alley to the National Trust property, and this would encourage visitors to use the town's facilities, before or after visiting Knole.</p> <p>Even before coronavirus we were faced with the need to reinvent the high street, to find new purposes with increased internet shopping. Our town centres need to be flexible and agile, capable of adapting, remaining vibrant and relevant. Above all, they need to be worth visiting. Sevenoaks - in common with many other towns - needs to grasp the opportunity to re-think its priorities and create a sense of place to attract its local community and its visitors.</p>		
125	Roger Lee photographer Sevenoaks 2020 r.lee@qmul.ac.uk	3 February 2021	<p>These comments relate primarily to the following Themes in the Neighbourhood Plan</p> <ul style="list-style-type: none"> Three Movement and the Public Realm Four Local Economy Five Community and Culture <p>In particular they outline some of the ways in which they come together and so create a 'multiplier effect' on each other in the context of a post-pandemic town centre.</p> <p>There can be few town centres in the UK with as much potential as Sevenoaks. And yet this potential is far from fully realized. For example the long-established links between Knole and the town centre are hardly developed and the lack of attractive east-west routes create the 'back-lands' of Suffolk Way and so diminish the great attractions of the high-quality public realm in the town centre.</p> <p>With the influx of young families seeking to relocate from London and to work from home in Sevenoaks there are great opportunities to take advantage of the increase in the demand for local services and retail so to sustain and enhance the local economy of what is a highly diverse town centre housing many independent and locally-orientated businesses. This clustered mix of businesses, retail and services allows all the activities to take advantage of external economies of scale (each activity feeding off the others) so to engage in the co-production of an increased demand for all of them.</p> <p>Similarly, the lively cultural scene in Sevenoaks and the presence of cultural facilities in the town centre are under-recognised and under-used in terms of access to and knowledge of these facilities.</p> <p>Ways of making the town centre more pedestrian friendly and environmentally attractive have already been widely outlined and discussed within Sevenoaks. If implemented – and none would be costly - these would in themselves increase demand for town centre services.</p> <p>In addition, the implementation of such schemes in association with redevelopments in the town centre – and in particular the Tesco's site – should be used as a means of improving east-west routes and so expanding the town centre to embrace the cultural and public realm facilities to the east of Suffolk Way thereby further extending the external economies of scale in the town centre.</p>		

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
126	Jane Kostelnyk	27 February 2021	<p>For example an attractive footbridge linking the High Street to the Library/Kaleidoscope Gallery and the Leisure Centre and opening up access directly from the town centre to Knole would help to increase the attractiveness of the 'backlands'. The blighting effect of the Suffolk Way car parks – well noted in the <i>Consultation Draft of the Neighbourhood Plan</i> – could be overcome by creating a garden/green open space bordering Suffolk Way.</p> <p>In these – and other ways – the full potential of the town centre as a coherent and dynamic place with an enviable mix of activities, architecture – contemporary and historic – well-placed to respond to prevailing notions of 'thinking and acting local' and housed in a built environment of real merit and attraction can be realized for the benefit of all residents and visitors.</p> <p>Having received a copy of the Sevenoaks Town Crier and read Cllr Nick Busvine's article, I looked at the Neighbourhood Development Plan for Sevenoaks online.</p> <p>As someone who cares about the environment, I am very pleased to see that Sevenoaks Town Council is determined to retain trees and hedgerows to retain and encourage biodiversity. Would the Council consider:</p> <ol style="list-style-type: none"> Making the installation of swift boxes and bricks in new build homes a condition on which planning permission is granted, to enable swifts, swallows and housemartins which are all in decline, to find suitable places to nest? Encouraging developers (and individuals redeveloping their properties) to provide a gap in their boundary walls/fences to enable hedgerows to travel easily from one garden to another to provide forage for food/shelter? Hedgerow numbers are plummeting and if this small, but significant, step were taken, it could prevent the further reduction in hedgerow numbers. 		
COMMENTS FROM SURVEY MONKEY					
127		1 February 2020	Impossible not to agree with it entirely	Noted	
128		1 February 2020	The town's culture should definitely be maintained. I feel Bat and Ball development is more beneficial than development in the town centre eg E2 should be aimed in less developed town/areas of businesses, rather than encouraging even more tourists to the Sevenoaks high street. The high street itself can not really accommodate large numbers of people, the shops and cafes are fairly small so would get unpleasantly crowded and the pavements are too small / narrow - they would need to be at least as wide as the pavements for example in Tunbridge Wells to accommodate for these proposals. I also feel the need for a 'co-ordinated palette' of materials and street furniture is slightly unnecessary (M10).	Noted	
129		1 February 2020	I would like to be a sustainable town planner when I am older so this interests me greatly -> good plan! I feel that the area opposite the station could benefit from being a quiet park with benches and trees for people to wait in summer for their train or for people staying in the Premiere Inn to look at or simply as a small area for people arriving at the station to appreciate after work. I do not believe it should be built on, as it is already very built up around there.	Neighbourhood Plan promotes public realm improvements at Sevenoaks station however the site opposite (Farmers Site) is a development opportunity.	
130		2 February 2020	I believe there is not enough easily accessible play parks for young children especially on the southern end of town. I live on Weald Road and don't have a pavement to push a buggy on and hold a dog on a lead and as a result don't feel safe walking into town. This also means that I have to drive if I want to get into town which is neither good for environment, healthy or pleasant as parking in town is so hard and expensive. Perhaps there could be something nice built in the Sevenoaks common or jointly in Knole Park.	Noted	Additional Policy S2 drafted and agreed at Planning Committee meeting on 10 February 2021
131		3 February 2020	Seal Hollow Road needs to be widened in view of larger vehicles (cars & lorries being manufactured - a very dangerous rd.) Road surfaces throughout this town - very poor A temporary car park in high street next to traffic lights will create more congestion. Starter homes need to be started now - I have a friend who lives in his van because he cannot afford local homes. Many proposed sites for development - and real ambition shown by this plan - but very little sign of any action to progress them. Sevenoaks District Council slow to spend the pile of money they are sitting on.	Noted. All issues addressed as part of the plan.	
132		4 February 2020	Whilst many excellent parts to the plan (which I won't list here) the plan was weak - on improving cycling access, key of which is safety. As a long-term resident of London and then Sevenoaks who drives a car and also cycles, Sevenoaks is particularly weak on ensuring cyclist safety on key routes. To encourage channel shift from cars to cycles the plan needs to do a lot more to address reduction traffic/speed away from schools and backroads. Some example reducing speed of cars which regularly zoom up and down A25 in town (which I live on) at speeds WAY in excess of 30 mph, improving A25/A225 road layout from a cycling perspective, reducing the amount of heavy traffic (especially from quarry) on A25 particularly at peak times. Frankly its sometimes terrifying cycling in Sevenoaks, and a new route from Bat & Ball to Dunton Green won't solve this (though obviously good from a leisure perspective) as not many people have a need to travel from one to the other at peak weekday times. - no mention of promoting extending Oyster: visitors to Zoaks regularly can't understand why other areas outside London are within Oyster Zone but Zoaks isn't - whilst understand A25 and A225 are strategic routes the queuing traffic and air quality at key points are poor. For example: improving pedestrian access at Bat & Ball junction, whilst laudable, won't do much to improve or encourage walking and cycling.	Cycle strategy important to address these concerns Policy M2 will suggest a refresh of the cycling strategy	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
133		5 February 2020	Format of questions of this survey needs improvement - no chance for bringing out nuance. In each policy objective to provide more explanation of answer - welcome the drive to promote new cycling and walking routes, however this needs to go much further to include cycle and pedestrian only roads and routes, protected space on heavily trafficked roads, and low trafficked neighbourhoods. - encourage greater 20mph roads - widespread implementation of advanced stop lines and cycle lanes as a mandatory measure when resurfacing - much better urban realm - take advantage of third party developments to ensure the public realm is high quality.	As above.	
134		12 February 2020	A perceived safe cycling area in Sevenoaks is a major weakpoint. In many places separate cycling infrastructure is impractical, but a 20mph default speed limit in the town centre and all residential areas would be a great help. The use of private motor vehicles should be discouraged.	As above	
135		13 February 2020	Object 12: Strongly support concept of developing/promoting cultural activities, but I'm less wedded to the term "Cultural Quarter" as it looks to cover significant part of town centre, which will also have the other typical components of a town centre. What opportunities are there to include cultural considerations in the northern area? As well as residential & industrial. It already covers environmental & sporting activities, & including some element of cultural aims might make it even more "rounded" area.	Noted	
136		13 February 2020	How are the bus companies proposing to bus the proposed housing estate on the Station site? Should there be a road bridge linking the site with the Vestry area? The footbridge from Watercross Lane over at railway improvements (including lighting) should be made to the area on the opposite side (rear of Swanzy Road / The Moor Road) with possible pedestrian link to the Vestry. A recent SRTA meeting drew attention to the illegal activity in the vicinity of the footbridge, making it dangerous to pedestrians after dark. This needs to be cleared up, albeit with care taken not to just move this activity somewhere else. Don't move the Wednesday market to the Saturday market site. Instead, lease with neighbouring councils to find a site that would enable the Wednesday market to grow back to its original size. Bus station has never been right since it moved to its present site. Put the bus station back where it was, albeit with vehicular access via Pembroke Road entrance to car park, in conjunction with one way supporting system. Why be so dogmatic about moving business from Bat & Ball area to Vestry estate? Why not keep some mixed-use facilities in the area? In any case, don't forget that the Vestry estate comes under Offord, not Sevenoaks! Has Offord Parish Council been consulted about this idea?	Points noted. Improvements to pedestrian access over the railway line are proposed as part of the Sevenoaks Quarry site (p69)	
137		17 February 2020	I notice that the Adult Education Centre is a potential site for conversion to housing and hope that another site will be made available for this. A. Ed. H. O., which is a busy and important hub for many people, particularly those in retirement. Thank you for the No. 8 bus, it is brilliant. I am glad to see on p.76 that you are committed to only allowing new development if the requirements for affordable housing are met + also include smaller units. Please adhere to this. There are people whose job is to get round this requirement.	Points noted	
138		19 February 2020	Enhance gateway to town by compulsory purchase and redevelopment of Farmers site. Plant trees along streets. Need for informal recreation space and playgrounds, not allow organised sport to take over. Need for small units as well as affordable housing. To encourage people to walk rather than drive for short journeys means need for more pedestrian crossings and 20mph zones in residential areas. Lobby SDC not to increase parking charges as this deters shoppers and too expensive for low paid workers.	Points noted	
139		19 February 2020	Sevenoaks needs to address the climate emergency by radical change in this town plan. Transport and housing are key issues. RE: the 2020 SD Cycling Strategy. As someone who helped draw this up I know that there has been NO DESIRE on the part of SDC to implement it and nothing of any significance whatsoever has been done and Sevenoaks has a reputation for being anti cycling. This does not have to be the case in the future but a totally new way of thinking will need to be adopted. The only way to make cycling & walking the preference is to make massive changes to the infrastructure to make it safe and for use to be penalised and costly. This is what London is successfully doing with cycling super highways and the congestion charge. Park & Rise scenes are another option. Shrewsbury has a very efficient one. Buses should be the cheap and easy option for those not wishing to walk & cycle. To make cycling safer the roads of Sevenoaks will need to be marked out to give the width - usually 4.2M that is needed. If that means preventing car parking on the main roads to achieve this, so be it. That is exactly what is being achieved elsewhere and is essential if Sevenoaks is going to put meaningful action being its desirable words/ This change is not going to be cheap. Money is available from central government for these schemes if Sevenoaks takes the time and trouble to make the bids. So far it has failed to do so. These policies may not be popular in the short term but if we are to give our children and grandchildren the chance of a future where the world does not continue to warm at its unprecedented rate, they are essential.	One of the central themes of the NP is for Sevenoaks to be one of the UK's first Carbon Zero towns. Further Objectives on resilience to climate change is added in new Objective Four and new Policy L2 Cycle strategy important to address these concerns Policy M2 will suggest a refresh of the cycling strategy	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
140		23 February 2020	<p>It seems that the A25 cuts Sevenoaks in two. There is no safe crossing point anywhere that my children can use, or that I can safely use with all of them. We end up driving the mile to the scout hut on Mill Lane purely because it isn't safe to walk across the Bat&Ball junction with bags and multiple children. We would walk every time if it were safer. I would also walk/cycle to the supermarkets if I could do so more safely. Many Sevenoaks Primary families who would otherwise walk from the Greatness/Crampton's Rd area, say they drive because it's not safe to walk across Bat&Ball. This must also be a huge negative to anyone beginning their visit to Sevenoaks at Bat&Ball station- a filthy, dangerous junction with no safe way to cross can't be negated by a few boxes of flowers.</p> <p>I would like to see the air quality improved by reducing the number of vehicles around the town, especially on routes used by pedestrians. I always walk into town myself, but the lack of safe crossings mean I don't encourage my children to do the same.</p> <p>The inconsiderate parking by commuters around the Hollybush area has made the roads dangerous and difficult to navigate since the building at the junction became a nursery. I often have to step into the road when pushing a pram because cars park on the pavement, and visibility for road crossing is reduced because of the number of non-resident cars parked and left for the day.</p> <p>My vision of life in Sevenoaks when we moved here 10 years ago was of barely needing a car, because I could walk almost everywhere. The reality is that pedestrians and public transport users are treated as completely insignificant and unimportant.</p> <p>Shame u didn't take any of this into account when allowing that dreadful set of flats to be built at the station, with fencing panels on the outside. Shocking. How do we know you will stick to this plan?</p> <p>Hi, I grew up in and around Sevenoaks and it's a lovely town. I don't live in Sevenoaks now but I do work here and commute daily from north Tonbridge and am lucky to have a work-place parking space. However, many of my work colleagues travel in by train and have to do 'the hill'. When you had the shuttle bus running during the car park refurbishment this worked well for those driving in from the north but it didn't work for those travelling from the south, or for those who work in retail and would often miss the last bus at 6pm. I think, if you want to encourage people to use public transport and alleviate congestion in the car parks, then this should be something to consider in the plan - ie a shuttle bus to and from the Station and the Town Centre that operates at times to suit both office and retail staff. People would also be more prepared to shop in the town if they didn't then have to lug groceries down the hill. Just a little suggestion. I am also a frequent patron of The Stag Theatre and the cafe but it does need some major investment. Thank you and good luck.</p> <p>All new builds MUST have private car parking facilities on street parking needs to be discouraged it causes congestion and danger to residents particularly those living on main roads. Also parking of cars on pavements should be an offence. Pavements are for pedestrians, pushchairs and wheelchair users not CARS and VANS.</p> <p>I believe the Neighbourhood Plan should strive to be even more ambitious about climate change. This needs to be integrated across every aspect of the plan. Improving cycling and walking infrastructure particularly into the town, transport hubs, and to key green spaces is critical (including introducing 20mph schemes/zones). I believe there should also be an ambition to improve the options for waste and recycling including introducing a domestic food waste kerbside collection scheme also promoting, supporting and encouraging use of renewable energy. I believe there should also be green mandates such as reducing carbon emissions and adhering to specific policies around recycling etc. on local businesses.</p> <p>I strongly agree that a more independent shopping centre should be encouraged. I have heard many people complain about the lack of diversity of shops, restaurants and cafes in Sevenoaks and the domination of chain stores which reduces the appeal of Sevenoaks as a 'market town' and decreases the chance of people coming to the town as the experience is the same as going to any other town.</p> <p>Finally, I think there is clear need to improve public play spaces for young children, Hollybush Park playground is small and very limited in options. Having moved out of London I would suggest inspiration is taken from playgrounds in places such as Peckham Rye Park, Goose Green in Dulwich, and Greenwich Park. The spaces are vitally important especially for families that don't have gardens and this ties in directly with health and wellbeing.</p> <p>OBJECTIVE SEVEN: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by cars. With regards to this point, we should be looking at ways we can improve the air quality by prioritising the pedestrian and cyclist over the car! I am sick of breathing in toxic air that is above WHO safe levels. 40,000 people die a year from air pollution and the NOx levels in our town are going up not down.</p>	Points noted Policies M1 to M10 aim to address these issues.	
141		23 February 2020		Comment noted	
142		24 February 2020		Policy M8 supports improvements to bus services in the town.	
143		26 February 2020		This depends on how development is designed. On street parking also has some benefits.	
144		26 February 2020		Points noted. Should Policy S1 include an additional comment about the need to improve children's play facilities across the town?	S1 relates specifically to the sports strategy but consideration to be given to whether a separate policy should be included in the NP that addresses not only children's play but also other young people. Additional Policy S2 drafted and agreed at Planning Committee meeting on 10 February 2021
145		27 February 2020		Advocates greater priority for pedestrians and cyclists including closing high street to vehicles	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
145 (cont)			<p>We need to close the high street to pedestrians, making it a safe and pleasant place to shop. It has been proven in Walthamstow and Leyton, that when you close the roads to cars businesses profit and general well being improves of the people that visit there. WE need to see better public transport so people have an option not to drive, if we had shuttle buses all over town that were reliable people could ditch the cars and choose this mode of transport instead.</p> <p>Sevenoaks constantly prioritises the car over any one else and its having an adverse effect to health and wellbeing. This is supposed to be a green borough, but it is not. Expect to see my clean air campaign "Sevenoaks Chokes" being run through the town. I aim to raise the awareness that this is a poisonous town that is dangerous to visit. Until we see urgent implementation of greener transport infrastructure, we will continue to enlighten people that Sevenoaks isn't part of the garden of England that it so claims to be.</p>		
146		27 February 2020	<p>We need safe accessible pedestrian and cycleways ASAP. It is unacceptable that some lanes have no pedestrian walkways and in other cases the walkway is unsuited to pushing a pram or anyone who has difficulty walking. Last but not least we need to encourage cycling and this is not going to happen while parked cars and speeding 4x4 dominate and any cycling is done with ones life at significant risk. We simply cannot accept this in a town which is so full of young families.</p>	Points noted	
147		27 February 2020	<p>Do you have any plans to encourage new General Practitioners to come to Sevenoaks? We have a severe shortage now and this will be exacerbated by increasing the number of houses. You have allowed the primary school in Bradbourne Road to expand and yet no mention is made of improving car access to this which is now an area with gridlock at peak times. Surely a one way system involving St Johns Road and Bradbourne Road must be considered. How would this fit in with a cycle path on St Johns Road?</p>	Covered under Policy COM2	
148		27 February 2020	<p>Pollution levels and quality of roads should be addressed as a matter of emergency. Cycling should be made safe and new facilities for sports are also key to ensuring people have a balanced and healthy lifestyle as well as mental health.</p>	Points noted	
149		28 February 2020	<p>As an individual resident (I live at 2 Oak Lane, Sevenoaks, TN131NF) I am strongly supportive of the Neighbourhood Plan. I have however discovered that very few people realise the significance of the Neighbourhood Plan for future development planning. This is partly because the concept is new, and partly because the consultation draft under-estimates the significance of the Neighbourhood Plan. I attach a short document explain more fully the legal position. My suggestion is that the sentence in the second para of pages 5 and 15 of the consultation draft be changed to read: "When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications. The determination must be made in accordance with their policies unless material considerations indicate otherwise."</p> <p>STATUS OF THE NEIGHBOURHOOD PLAN IN DISTRICT COUNCIL PLANNING DECISIONS ON PLANNING APPLICATIONS</p> <ol style="list-style-type: none"> The Executive Summary at page 5 of the consultation draft (January 2020) states that: "When adopted, [Neighbourhood Plans] form part of the Statutory Development Plan and are a material consideration in the determination of planning applications". This is repeated at page 15. The first part of this statement is almost correct (see s.38(3) of the Planning and Compulsory Purchase Act 2004, as amended), save that the Neighbourhood Plan becomes part of the development plan as soon as it has been approved by referendum, even if the local planning authority has not yet formally "made the plan" (see s.38(3A)). The second part of the statement under-estimates the weight of the Neighbourhood Plan in the determination of planning applications. The Neighbourhood Plan is not just one of many "material considerations" to which the District Council must have regard under s.70(2) of the Town and Country Planning Act 1990, as amended (such as, for example, a supplementary planning document). As part of the Statutory Development Plan, "the determination [on a planning application] must be made in accordance with the plan unless material considerations indicate otherwise" (see s.38(6) of the Planning and Compulsory Purchase Act 2004). A Neighbourhood Plan therefore has the same weight as an adopted Local Plan. If to any extent a policy contained in the Neighbourhood Plan were to conflict with another policy in the approved Local Plan, "the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan". However, such conflict should be rare, since the independent examiner has to consider whether the draft Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area", which would include an adopted Local Plan (see para 8(2)(e) of Sch 4B to the Town and Country Planning Act 1990, as amended, as applied to Neighbourhood Plans by s.38A(3) of the Planning and Compulsory Purchase Act 2004). In short, the Neighbourhood Plan will carry very considerable weight, identical to that of the adopted Local Plan, in the determination of planning applications in the area to which it relates. 	Amend text on pages 5 and 15 of the Neighbourhood Plan to state: When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications. The determination must be made in accordance with their policies unless material considerations indicate otherwise'.	Recommended action agreed by NP Steering Group 12 January 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
150		28 February 2020	Cycling lanes to encourage more cycling	Promoted under Policy M2 of the Plan	
151		28 February 2020	<p>Sevenoaks Bicycle Users Group strongly endorses the vision to:</p> <ol style="list-style-type: none"> 1) be one of the first carbon neutral towns in the UK; 2) be environmentally responsible and resource efficient; 3) have walking and cycling as the standard mode of travel with a network of safe walking and cycling routes; 4) build new buildings to the highest environmental standards. <p>We would welcome the opportunity to work with the Council to achieve the active travel objectives and to review and refresh the Sevenoaks District Cycling Strategy, which despite being agreed by SDC/KCC nearly 8 years ago, has seen none of the recommendations implemented. We see it is critical that radical new approach is taken to transport planning (in conjunction with SDC and KCC Highways) to achieve the goal of making Sevenoaks a place where "walking and cycling are the standard mode of travel with a network of safe walking and cycling routes...". This is made all the more pressing by the new housing development plans for the Tarmac site in Northern Sevenoaks and the planned increase in the student numbers at the Wilderness schools. Thank you for your efforts to create a better Sevenoaks!</p>	Request from Sevenoaks Bicycle Users Group to work with the Town Council to review and refresh the Sevenoaks District Cycling Strategy	Supporting text under Policy M2 strengthened in respect of the need to promote and implement the cycle strategy and update it as necessary
152		1 March 2020	The proposed cycle route(s) trouble me as they show routes starting from the Orford/Farningham side of Sevenoaks, when in fact the ONLY cycle option when coming from Bromley/Orpington etc is via Polhill, totally the other side of Sevenoaks which is very dangerous - but a present there is no other option than to take this route. Surely more routes need to be planned from that side of Sevenoaks?	Need for a refreshed cycle strategy?	No change but wording of supporting text amended to promote refresh of the cycle strategy
153		1 March 2020	In supporting the Sevenoaks Town Council Neighbourhood Plan, I and the neighbours I represent in Quarry Hill, call for the junction at Bat & Ball to be improved BEFORE new housing is built north of that junction; the current layout cannot cope with the traffic as it is. A new roundabout seems a sensible approach but this cannot wait until after phase 1 of the Tarmac housing development. We also have grave concerns about the increase in traffic along Seal Hollow Road due to the schools being built on the Wilderness campus (which we welcome), and lack of crossing facilities south of Hillingdon Avenue. A zebra crossing is desperately needed south of the Blackhall Lane turnoff, for schoolchildren trying to reach their bus stop, and there is no safe way to reach the school campus at Wilderness without repeatedly crossing Seal Hollow Road because pavements keep running out.	It is likely that improvements will be required as part of the Sevenoaks Quarry development and this will be part of a detailed dialogue / testing of the transport arrangements	Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021
154		2 March 2020	<p>Congratulations on a fully encompassing report. My wish / desire is to concentrate on resolving a solution to making the Sevenoaks Rail Station more friendly to "all users" and establish a gateway centre for all visitors / users to the "arrival" in Sevenoaks. It is a disgrace at present.</p> <ol style="list-style-type: none"> 1) Pedestrians crossing road when railings in place 2) Poor Bus / Station line 3) Traffic chaos - especially rush hours - backing up past Riverhead to ByPass. 4) Lack of a solution for old Farmer site an eyesore. <p>Why can't we set in place a project to think outside the box to redevelop the whole area. Up to now its been planning for just one post-station area; Apartment development Railway & Bicycle; Old Market area B. T. Building; Farmers site.</p>	Comments noted. The plan aims to improve the environment at Sevenoaks Station (Policy M7 and D1)	
155		3 March 2020	Need improved plan to improve air quality. Planting more trees. Cycle routes to reduce short car journeys, ban idling near schools, electric charging points for cars. Do NOT get rid of adult education centre.	Movement and transport policies address these issues including Policy M9 which promotes electric charging points.	
156		3 March 2020	Develop sites which have been left empty and derelict for years	The plan promotes this	Additional Aim added to the plan to encourage this (Aim C2)
157		4 March 2020	Welcome constructive design review on large and important schemes and sites to achieve the highest quality - we must encourage sensitive yet contemporary design in our town. An annual high profile cultural event should be formulated and promoted in the town eg arts, literary or music festival that would appeal to younger generations as well as older.	Cultural events are part of the Cultural Strategy for the town	
158		5 March 2020	Strongly support the zero carbon initiatives and would like to see further steps for sustainable infrastructure - for example, a library of things; Brompton cycle lockers at the station they have them in Tonbridge!).	Noted. Cycle lockers at the station could be considered as part of a refresh of the cycle strategy?	No change but wording of supporting text amended to promote refresh of the cycle strategy
159		5 March 2020	Objective 1 such a shame this has not been followed leaving us with ugly expensive boxes that won't sell and inappropriate for the area architectural features: Appreciate incorporating the history of the town in place names eg Wickenden, Lennard, Garth, Bosville & Farnaby. Suggest Those whose lives cut short eg James Bosville christened 9.5.1651 (James) Philadelphia Lennard c 21.1.1599 (Philadelphia) or those who had no chance such as Memphelia Skell (b12.12.1591) (Memphelia) and Beatrice Woodbine (B 1.3.1632) (Woodbine) or John Battle buried 17.5.1631 a blackmore or Indian or Italian, Johannes De Ainatten (died died of Plague buried 257.1625 or the gate family who lost five members to the plague. will send more	An interesting idea. Perhaps not for the Neighbourhood Plan but for separate consideration by the Town Council.	NP Steering Group would like further consideration of whether this can be included as part of the Neighbourhood Plan. Promoted as a new Aim in the Plan (Aim C5) and wording agreed at Planning Committee meeting on 10 February 2021

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
160		6 March 2020	<p>Objective 4 provided the trees are planted where the roots will not damage existing buildings.</p> <p>Objective 6 There is an urgent need for a direct bus from Sevenoaks to Pembury and Maidstone hospitals.</p> <p>Objective 7 The number of elderly people in Sevenoaks is above average. Many of them are no longer able to cycle and find walking difficult. Meeting their needs should be the highest priority to prevent isolation. The ability to cycle across or down Knole Park reduces the need for cycle routes in the town and provides safe cycling. The town council could consider paying for any resurfacing caused by additional use of the park for cycling.</p> <p>Objective 14 The roads are already very congested particularly at peak times and the air quality is as a result poor. Consultation should take place with Knole to try and reduce the impact of visitors which regularly cause traffic jams in Sevenoaks at week ends and bank holidays. Part of any vacant land should be designated for business use. There is a need for places for instance to repair cars or lawn mowers, repair cars, or use as a builders yard. These should be kept within the community. Plus need for land for schools medical facilities and further sporting facilities to meet a growing population. Impact of housing on existing people must be considered, for instance there has been an increase danger of flooding following the building of houses in Grassy Lane and works to prevent them flooding has impacted badly on the Dean which has started flooding again. Any further housing in this or any are prone to flooding must not increase the flooding risk.</p> <p>Objective 15 Too many people moving into the area pushing out young locals. Could this be discussed with central government so, for instance a premium could be charged to people moving into the area to help subsidise housing for young locals. Could consideration be given to encourage elderly to share with the young rather than push the elderly out to small elderly accommodation away from the friends and neighbours they know.</p>	<p>Potential discussion with the National Trust on their approach to reducing car trips to Knole</p>	
161		6 March 2020	<p>The objectives set out under the seven key themes all seem very commendable. I am sure there will be a broad measure of agreement. But the detail of how these objectives are to be achieved is much more problematic. There seems to be a mismatch between the aspirations set out in the vision statement (that within a 20 year timeframe Sevenoaks will be one of the UK's first carbon zero towns where walking and cycling are the standard mode of travel with a network of safe walking and cycling routes that provide access to the town's schools and recreational and employment opportunities) and the policies and proposals in the draft Plan. Set against the shocking statement (p. 52 and 54 of the draft Plan) that 'the district has the lowest percentage of walking/cycling to work and education in the country' (I wondered if this was a misprint for 'county' - but either way it is poor) the gap seems unbridgeable without a much clearer focus on positive action.</p> <p>The Integrated Transport Strategy document produced prior to the development of the draft Neighbourhood Plan talks about plans for a pedestrian audit. It is not clear from the draft Plan whether this was ever done? Likewise the proposals for 'A Safe Routes to School' audit to be undertaken in conjunction with each of the main schools in the town? Some work has been undertaken in response to the Integrated Transport Strategy (and all credit is due to the Town Council for work on the Bat and Ball Station and the No 8 bus route) but for the most part the underlying assumption seems to be that people will travel by car. One clear example is provided by the policies and proposals put forward for areas lying either side of the A25 Bradbourne Vale Road. There are proposals to make more of the Sevenoaks Wildlife Reserve and of Bradbourne Lakes. Mention is made of plans to improve the Northern St Johns neighbourhood shopping area and to provide a new community centre adjoining the Bat and Ball station. But nowhere in the draft Plan is there any recognition that, for the most part, getting to these places on foot means crossing the A25.</p> <p>In linking the draft Neighbourhood Plan with the North Sevenoaks Masterplan, it is noted that the study area is dominated by heavy traffic running along the A25 and A225 roads and that these act as barriers between Northern Sevenoaks, the town centre and the surrounding countryside. The draft Neighbourhood Plan mentions – again – the need to improve pedestrian facilities at the Bat and Ball junction. This was flagged also in the Integrated Transport Strategy – apparently without any action being taken despite increases in the number of schoolchildren potentially trying to cross the road at that point. But the fact is that, with the possible exception of the underpass at Knole Academy, which is geared to cars rather than pedestrians, there is not a single safe place to cross the A25 on foot for the entire length of this busy road from the Bat and Ball junction westwards to the junction with the A224.</p>	<p>Support for the plan but a need for action to deliver its recommendations and proposals</p>	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
162			<p>There is much to commend in the draft Plan. I welcome the proposals to improve the cultural quarter and to protect the Quakers' Hall Lane allotment site. I also welcome the intention to improve the look of the area at specific points within the neighbourhood and proposals for leisure paths within the Nature Reserve and elsewhere. The proposals to enhance the town's bus services and to encourage the provision of real time travel information are great (although these need to be combined with much greater frequency of service). But alongside better public transport provision, I would wish to see much more emphasis on the practicalities of enabling adults and children to get to work, to school or to the shops safely and conveniently on foot. At the most basic level, this means enabling them to get across the roads. I would want to see pedestrian access and the implications for vehicle movement as key factors to be taken into account in all proposals for new development whether for housing, education or employment. It should be a given that any proposal likely to increase traffic movement should be accompanied by proposals for appropriate mitigating action. I see little point in providing additional sports and recreational facilities if adults and children have to be delivered to them by car.</p> <p>The draft Neighbourhood Plan has been a long time in its making and, over the intervening years, perceptions of the current climate emergency and of the actions that need to be taken have changed. I feel that in setting the framework for the next 20 years and in seeking to meet the aspirations set out in the vision statement, the draft Plan needs to adapt accordingly.</p> <p>Prime objective must be zero carbon and the rest will and can follow</p>		
163		6 March 2020		Noted	
164		7 March 2020	I believe that affordable housing should be built, and the more expensive housing that is built should have tax levy on it to help the council to pay for affordable housing. I also believe that green space, ie, playing fields, walking areas, allotments and trees and hedges should not be destroyed for this.	Policy D3 promotes delivery of affordable housing	
165		8 March 2020	Less development, fewer cars, more green spaces and countryside.	Noted	
166		8 March 2020	The protection of the quakers hall allotments is vital both for the users and as a "green lung" for the town. The development of the station area needs to be brought under control. Its fast becoming a faceless "anytown". The fact that the "farmers" site owners were granted an extension to their permission despite no work taking place and evidence provided was farcical. The council should have taken the opportunity when it was there. A solution needs to be found to mitigate traffic through the town centre.	Noted Noted. The Plan addresses these issues	
167		8 March 2020	Excellent overall	Noted	
168		9 March 2020	The Plan is ambitious and has vision. However I am not convinced these aspirations will be achieved. One the greatest challenges that impacts the objectives with regard to pedestrian access and cycling ways is parking in the residential areas. House prices prevent children buying or renting housing. The number of cars per household has increased dramatically. On street parking by residents, commuters and workers is beyond breaking point. Pavement parking in many roads is a danger to pedestrians and parking laws appears not to be enforced. The current trend of developers to convert houses and shops into flats without parking provision has exacerbated the problem.	Support for the plan but a need for action to deliver its recommendations and proposals	
			The Plan needs a core aim to reduce the number of cars in the town. The aim for better bus services is to be commended but it needs to go hand-in-hand with a drive to get residents to use the buses. Bus journeys therefore need to be financially attractive and regular.		
			The environmental objective with regard to hedges is to be commended because of their well known impact on wildlife. However why does the Council use totally inappropriate methods to trim them? The machines uses to trim roadside hedges, bushes and trees does more harm than good. The result is not attractive in any way and the trees along Otford road on the approach to Bat & Ball is just one example. Yet a key policy objective in the Plan is to enhance the entrances to the town.		
			Whilst the objective to encourage a diverse range of shops in the town is to be commended the practicality of achieving this objective will be extremely challenging. The current collection of charity and coffee shops provides an air of decline. It does not encourage visitors travelling through the town to stop to shop. It is going to need something special to turn around the shopping experience in the town. Achieving the objectives is going to require a combined effort by many organisations and the people of Sevenoaks. I am concerned that the delegation of different responsibilities to the various organisations (town, district, county) will bedevil many of these excellent objectives in the Plan. I have yet to be convinced that the current political ideology in Kent has the mind-set to make these objectives real.		
169		9 March 2020	I'd really like to see more benches, bins etc around as our population is getting older they will become more essential.	Objective Eight and Policy M10 aim to enhance the public realm including preparation of a public realm strategy which will include consideration of street furniture including benches and seats.	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
170		9 March 2020	<p>It would help if the plan started with accurate maps. You do not include Christ Church URC in any map or location e.g. p.70 & p.115. The plan mentions the need to develop & use the Vestry Estate without mentioning this outside the plan area.</p>	<p>Christ Church URC to be added to the plan on page 115.</p> <p>There is space for some uses to be located at the Vestry Industrial Estate. Reference to be made to the fact that this is outside of the Neighbourhood Plan area.</p>	<p>Recommended action agreed by NP Steering Group 12 January 2021</p>
171		9 March 2020	<p>A Vision for Sevenoaks I agree that the town centre should provide a good mix of shops, including many independent traders. How will the council ensure this happens? How much of this area does the council actually own? For premises that it does not own, how can the council ensure that the rents are affordable to those it wishes to attract? Can the council set business rates which will make it attractive for the retailers it wants to attract?</p> <p>"Walking and cycling will be the standard mode of travel" - Buses are important for older residents, those with very young children and those with heavy shopping to take home, particularly in wet weather!</p> <p>Theme One Objective Three Policy C8: Sevenoaks Station - It is important to resolve the situation on the site of The Farmers, on the corner of Hitchen Hatch Lane, as it is an eyesore and does not create a welcoming impression.</p> <p>Theme Two Objective Five Aim L4: Will the council support Kent Wildlife Trust financially?</p> <p>Theme Three Objective Seven Policy M8: An increase in buses during rush hour would be helpful. For example the last bus on Route 8 leaves the town at 3 pm, meaning that those who need to leave the town centre later than this have to use their cars.</p> <p>Objective Eight Policy M11: This is VERY URGENT. The Town Council might identify locations where repairs are necessary, but what power does it have to ensure that the District Council carries out the recommendations?</p> <p>Theme Five Aim COM4: I feel that an amphitheatre should come fairly low down on the council's budgeting strategy.</p>	<p>Support may be financial in some cases but also means helping or assisting / promoting and encouraging some activities that are positive for the town / where they align with the objectives in the plan</p>	
172		9 March 2020	<p>If north Sevenoaks is to have significant new housing the road infrastructure must be improved by installing east and west facing slip roads on Otford Road to the M26.</p> <p>Congestion problems at Bat & Ball junction are primarily caused by vehicles entering and exiting the Sainsbury's store, the traffic light sensors detect no movement and set the traffic light at the bottom of St John's Hill to red resulting in traffic backing up, sometimes to the top of St John's Hill.</p> <p>I disagree with 20 mph speed limits, vehicles are not designed to operate at this speed, and at this speed create much more noise and air pollution.</p> <p>There is no point in promoting cycling in Sevenoaks, too many hills. Bat & Ball station has a large covered cycle parking area, it is not used.</p>	<p>Objective Six identifies the need to work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network.</p> <p>20mph speed limits have been introduced in many parts of the country including several London Boroughs without major problems.</p> <p>There are many other hilly parts of the country where cycling is a well-used mode. The fact that few people are currently cycling also reflects lack of safe routes. The growth of e-bikes makes the topography in Sevenoaks a lot less challenging.</p>	
173		10 March 2020	<p>Please see attached sheets for comments on</p> <ol style="list-style-type: none"> 1/ Arrival experience 2/ Publicly accessible open spaces 3/ Access to Tarmac Ltd site development phase 1 4/ Inclusion of Seal Road Post Office in the 'St John's Village' Secondary Shopping area 5/ Positioning of proposed MUGA <p>ATTACHED SHEETS CONTENT:</p> <p>Theme 1 Objective Policy C8: arrival experience, enhancement of gateways.</p> <p>a) Seal Road between Mill Lane and Bat & Ball junction, travelling westbound. Visually agreeable for queuing traffic, with a range of housing styles, apart from two eyesores. The Mill Pond is the responsibility of SDG, who need to dredge and maintain it, and Kent highways needs to do something about the unsightly mud bath in the middle of the pavement outside the One Stop shop. Both items have been frequently brought to attention of these authorities but progress is slow or static.</p> <p>b) the photo on p44 of the refurbished Bat & Ball station building gives the misleading impression that passengers can now pass through a well-lit booking hall. Arrival experience including exit to the road from the Sevenoaks-bound platform via the path at the side of the building, has not changed.</p>	<p>Add reference to Mill Pond on junction of Seal Road and Mill Lane (issued raised in other comments). Does this need a Policy reference of its own?</p>	<p>Refer to response to comment 102 re Mill Pond</p>

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
173 (cont)			<p>Theme 2 Objective 5 Aim L4, L5: publicly accessible open spaces.</p> <p>Please include in the Plan the historic Mill Pond at the junction of Mill Lane and Seal Road. A few years ago this pond was renovated and enhanced with a generous Cory grant, adding a walkway and benches. It served for some time as a compact nature reserve, but an influx of silt in 2016 from a building project upstream and a lack of maintenance by SDC and Kent Highways has seen it reverting to an overgrown seabed. It needs to be given as much attention as the proposed Bradbourne Lakes project to restore it, as it is a natural asset, visible from the A25, contributes to the character of the Greatness area and deserves to be preserved. At present it creates an impression of neglect. The Plan also fails to mention it on p88 (Open spaces and other landscape assets)</p>		
174			<p>Page 69: Tarmac Ltd site development: At a recent meeting regarding the development of the site, representatives from Tarmac suggested that a portion of the development on the south of the site could take place before the quarry was finally closed, using Greatness Lane and Mill Lane as access roads until the current quarry road (past Bat & Ball Station) became available. Although a feasibility study had been carried out by Kent Highways, local residents know that both these roads have poor sightlines at their junctions with the A25 (Seal Road) and are often difficult and dangerous to exit. Traffic from an extra 150 houses would add to the congestion. The pledge to "carefully manage vehicular access" is not possible in this case.</p> <p>Page 74pp: a) Wrong date for Bat & Ball Station: 1862, not 1865. Correct on p82. b) 'St John's Village' as a secondary shopping centre Please extend the area covered by the 'village' to include the two shops on the corner of Greatness Lane and Seal Road, as they are easily accessible to the 'village' via a Pelican crossing. The One Stop shop has the only surviving sub-Post Office in Sevenoaks. The Plan refers to these as a 'small row of shops' on p112; the Post Office has special importance to both the St John's and Greatness communities. Also, a misprint - the shops are at the junction of Greatness Lane and Seal Road, not Seal Hollow Road.</p> <p>Page 116: Replacement of the tennis courts at the Community Centre with a MUGA at Greatness Recreation Ground The site for the new MUGA shown on the Plan as placed at the edge of the steep bank to the west of the football ground, overlooking the rear gardens of several houses in Mill Lane. If the MUGA is proposed to be floodlit and used in the evening, this will have a major impact on the residents, being much nearer than the football pitch and more exposed. I hope this proposal will be reconsidered, as the rebuilt Community Centre is now keeping its original footprint, so space for a MUGA should be available there, in a non-residential area.</p>	<p>Transport proposals in relation to the Sevenoaks Quarry development will be part of a detailed dialogue / testing as part of preparation of proposals for the site.</p> <p>Correct date re Bat and Ball Station opening to 1860 on page 74.</p> <p>The boundary of St John's Village is taken from the Local Plan designation (Policy TLC4).</p> <p>Correct error re Seal Hollow Road (p112) and on Figure A23 (p 113)</p> <p>The Neighbourhood Plan is not specific about the location of the MUGA which is promoted through the Sports Strategy. The MUGA is now complete and installed at the Bat and Ball centre site</p>	<p>Recommended actions agreed by NP Steering Group 12 January 2021</p>
175		10 March 2020	<p>It is essential that the Town Council will protect the allotments in the town on the Quakers Hall Lane site. These are essential to the wellbeing of our community. I also strongly support the provision of additional allotments in the town at Bradbourne Vale Road.</p>	<p>Quakers Hall Lane allotments are protected under Policy L6</p>	
176		10 March 2020	<p>The commitment to protect the Quaker Hall allotments for use as allotments is welcomed and supported.</p>	<p>See above</p>	
177		10 March 2020	<p>Local infrastructure is already under maximum pressure (schools, GP + health services, roads etc) + any further large-scale buildings of homes + roads, plus population growth, will increase pressures, increase congestion + reduce quality of life. Over 1,000 new homes in an already congested area (Bat + Ball) will increase road traffic, congestion + pollution + put more pressure on overstretched infrastructure + concreting over the environment increases flood risk. If proceeded with, the development must have its own GP surgery + other facilities, + new homes + buildings should be low or zero carbon. Sevenoaks Wildlife Reserve should remain a place where the priority is the wildlife + not promoted as another recreational area. Poor planning decisions have been detrimental to Sevenoaks, eg the huge BT Building near the station + the long - derelict Farmers pub site. It is important that local people are consulted on all major plans and developments.</p>	<p>Noted - provision of local infrastructure to support any new development promoted under Policy COM2</p>	
178		10 March 2020	<ol style="list-style-type: none"> 1. Transport + infrastructure is required first. Road system already creaking. 2. Amenities like Sevenoaks Hospital MUST stay --> increased medical needs. 3. Consider reopening closed Beecham train lines! 4. Promote use of quarters like 'Marley' + others --> low density housing. 5. Prevent Articulated lorries using A25 + town centre!! 6. Build 4G rugby pitch at SRFC. 7. POTHLES!!!! --> SORT IT OUT!! 8. Start 'Sevenoaks Day' --> something the district can celebrate. 	<p>Noted</p>	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
179		11 March 2020	<p>A few years ago I was of the understanding that the area outside the one stop shop near bat and ball would be cleaned up/developed etc nothing has happened whatsoever and the area looks dreadful. Also the Millpond is in a really sorry state and I feel for any wildlife that may come across it. It is full of silt now and looks deceptively shallow at certain areas which I consider to be incredibly dangerous. Both these areas I have mentioned are the only two entry and exit points to the Greatness estate and I think its an area of Sevenoaks that gets hugely overlooked. Frankly its an embarrassment. The park by the end of Watercress Drive is often overgrown and unkempt looking and the play equipment covered in moss (I have only taken my kids there two times for this reason) and the green space behind it is secluded and somewhere I wouldn't want my kids going. Greatness park play area really lets the whole park down. Its no way near as good as other parks in Sevenoaks and children over 4 get bored very quickly there. A better park, a public toilet and a cafe in the summer months (like the hollybush) would really improve the park for local families in the area. It all seems to be about the football club. The skate park has often had broken glass in it and litter so again, younger kids are missing out. Dogs mess is a recurring problem up and down the lane as well as litter which my 11 year old daughter has often gone out picking up filling bags at a time. The weeds that grow in the cracks of the pavement by the wall on the left hand side of greatness lane last year were left to grow to ridiculous heights before anything was done.</p> <p>Finally the junction at the top of Greatness lane is a nightmare. Hard to get out, hard to get in. Hard to cross the crossing on foot as there is often cars stationary in traffic, parked over the keep clear area and /or the actual crossing. Things can get very heated with people using hillington instead of waiting for the eternity of the light going down hill (probably due to both eastbound and westbound green lights meaning anyone turning right towards Sainsburys has to wait for the whole of the oncoming traffic to pass first before turning, often meaning only two or three cars making that right turn, do so and the traffic on the hill barely changing in a cycle of the lights) All this isn't helped by the damn seagull lady whom at 2.45 pm at least twice a week sits at the bus stop opposite the one stop shop making sandwiches on the litter bin and throwing food for the gulls which all descend on a busy five point junction at school pick up times. The birds fight and drop food in the road and its hazardous driving as well as being littering and encouraging pests right behind the minor injury unit. The area of grass that they are fed on hasn't grown in so long now, it is just a bare patch of soiled earth.</p> <p>Strongly disagree with the plan to build on the Greatness green belt. The history of the Greatness area has been for the very reason of stopping expansion of urban sprawl. The history of the Greatness area has been Agricultural pasture land and open space, the vast majority of the area, the grounds for grand estates like Knole, Bradbourne, Kippington, Wilderness, Greatness etc. not urban residential or retail commercial properties.</p> <p>The area at Mill Lane has been situated on a tributary of the river Darent fed from a natural spring still located in the Pine woods at Mill pond wood. In which was found historic relics of the bronze age. This area is steeped in history. The Old Mill which came under protection several years ago, was the latest in a reincarnation of mills on the same waterway in place for century's, it was demolished and replaced with residential buildings. The Historic Weavers cottages were also pulled down. The sewer system in this area is over 100 years old and struggled to maintain the existing residence's but nothing was done to upgrade with the new buildings. The river was directed into a culvert, and a road built over it to access the new builds. This cannot be widened. These sewer pipes, in a rain, back up, causing the manholes to over flow with raw sewage and effluent, which flows and dries along Mill Lane. This over flow eventually flows into the river along the grounds of Greatness estate, where the current scouts hut is situated, along the back of the new homes built on farm road and into what used to be a Natural spring supplying the Watercress beds, that were back filled, built over and houses placed. This is a known flood plane.</p> <p>The river continues to Sainsburys parking lot and on a good day so does the sewage. The junction of Mill Lane, Greatness Lane and Farm road was built for horse and cart, they were never intended for semi trailers, dump trucks and arctic lorries. The traffic of the numerous lorries laden with supply's for each residence intended, bricks, lumber, windows, roofing, siding, tiles, pipes, etc (about one every few minutes) trying to navigate this area is laughable. The dust, noise, and poor air quality of living on a construction site for years, not to mention the skill required to dodge traffic, buses, and parked residents vehicles, the sharp bends, 90° turns and tight nature of the road, would make this an impractical and costly option. The roads are in disrepair at the moment, increased traffic on these cramped roads, will cause more breakdown. The workers vehicles, the inspectors vehicles, every subcontractor crew, will all take a toll on the residents and home owners. The Abacus building on the corner of Farm road, I believe also has a listed building (wall) which will be at risk with heavy equipment being in and out in such a tight space. Egress from Farm road corner today is difficult, there are 2 options, Mill Lane and Greatness Lane. both enter Seal road at different points. Seal road Backs up every day and both junctions on to Seal road become stagnant. Traffic is at a standstill. all the way to the problematic Bar N Ball junction, which also backs up, there is a cyclist lane which causes traffic problems, and a bus-stop chicane that</p>	<p>One Stop Shop on Seal Road is identified as an arrival point into the town where enhancements will be supported.</p> <p>Enhancements to the Mill Pond have been raised by several people. See above.</p>	<p>Agreed to strengthen the Policy C8 in relation to this (refer to comment 101). Now Policy C10.</p> <p>Refer to response to comment 102 re Mill Pond</p>
180		11 March 2020	<p>Strongly disagree with the plan to build on the Greatness green belt. The history of the Greatness area has been for the very reason of stopping expansion of urban sprawl. The history of the Greatness area has been Agricultural pasture land and open space, the vast majority of the area, the grounds for grand estates like Knole, Bradbourne, Kippington, Wilderness, Greatness etc. not urban residential or retail commercial properties.</p> <p>The area at Mill Lane has been situated on a tributary of the river Darent fed from a natural spring still located in the Pine woods at Mill pond wood. In which was found historic relics of the bronze age. This area is steeped in history. The Old Mill which came under protection several years ago, was the latest in a reincarnation of mills on the same waterway in place for century's, it was demolished and replaced with residential buildings. The Historic Weavers cottages were also pulled down. The sewer system in this area is over 100 years old and struggled to maintain the existing residence's but nothing was done to upgrade with the new buildings. The river was directed into a culvert, and a road built over it to access the new builds. This cannot be widened. These sewer pipes, in a rain, back up, causing the manholes to over flow with raw sewage and effluent, which flows and dries along Mill Lane. This over flow eventually flows into the river along the grounds of Greatness estate, where the current scouts hut is situated, along the back of the new homes built on farm road and into what used to be a Natural spring supplying the Watercress beds, that were back filled, built over and houses placed. This is a known flood plane.</p> <p>The river continues to Sainsburys parking lot and on a good day so does the sewage. The junction of Mill Lane, Greatness Lane and Farm road was built for horse and cart, they were never intended for semi trailers, dump trucks and arctic lorries. The traffic of the numerous lorries laden with supply's for each residence intended, bricks, lumber, windows, roofing, siding, tiles, pipes, etc (about one every few minutes) trying to navigate this area is laughable. The dust, noise, and poor air quality of living on a construction site for years, not to mention the skill required to dodge traffic, buses, and parked residents vehicles, the sharp bends, 90° turns and tight nature of the road, would make this an impractical and costly option. The roads are in disrepair at the moment, increased traffic on these cramped roads, will cause more breakdown. The workers vehicles, the inspectors vehicles, every subcontractor crew, will all take a toll on the residents and home owners. The Abacus building on the corner of Farm road, I believe also has a listed building (wall) which will be at risk with heavy equipment being in and out in such a tight space. Egress from Farm road corner today is difficult, there are 2 options, Mill Lane and Greatness Lane. both enter Seal road at different points. Seal road Backs up every day and both junctions on to Seal road become stagnant. Traffic is at a standstill. all the way to the problematic Bar N Ball junction, which also backs up, there is a cyclist lane which causes traffic problems, and a bus-stop chicane that</p>	<p>Sewers in Mill Lane area require upgrade. This is an issue that has been raised in the past but is not one for the Neighbourhood Plan to address</p>	<p>Additional policy on flooding added to NP (new Policy L2)</p>

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
181			<p>stops turning traffic from progressing and increases the hold up. more traffic on these road (800 new homes!) will not make egress better. there is no where to widen.</p> <p>The history of the village was not one of large lorries and buses and thousands of vehicles. the Greatness Brick works was opened up by the greatness farm, to help with the existing Otford brickworks with the extra bricks needed to build the first Council Housing post war for returning soldiers and their families. This was 'exceptional circumstance', extending Tarmac Ltd's contract was not, that was about money, not for the betterment of Northern Sevenoaks country side. Again stipulated in the history of Northern Sevenoaks, " the land to the north of Sevenoaks was largely agricultural with a number of estates including, Wilderness, Bradbourne, Greatness, and Montreal." Most development was focused around the town centre, London road and High Street to the south.</p> <p>The Greatness area is in the green belt, to protect the countryside setting from development. Tarmac Ltd contracted to extend their contract time and more than double their gravel extraction site with a stipulated promise, that the land be returned, leveled and replanted to green belt at the end of the contract. At the junction of Farm road and Watercross, there is a Public right of way that extends northward to Otford. this has currently been somewhat diverted? with mesh fencing, the path is usable but a little bit of a hostile environment, having to pass through the Tarmac grounds, again this is public right of way for a very long long time, and is walked. this cuts right through the proposed site. At the end of Tarmac's contract the 'existing lake' (a pit dug to extract and filled up with water) will be "remodeled" (filled in) and moved to the north east quadrant of the site (filled in and a new lake dug in a place where building lake front homes can be fit in to the plan) Again the plan is to develop this, this site is currently Green Belt to protect the countryside setting from development. To build on the Green Belt (designed to protect the countryside setting from development.) requires the Sevenoaks District Council to identify exceptional circumstance, in order to remove the Greatness site from the green belt. 71% of residents want to Protect the Green belt. We do not want to build on the green belt. There are shops and flats and homes sitting empty, in Sevenoaks. There have been numerous beautiful old buildings demolished and rebuilt with no consideration for the history of the town, so I am incredulous when I read of how Sevenoaks is protective of its history. The problem is not in the number available. it is usually in the cost to buy or rent. Building more will not improve that. infrastructure and repair is needed.</p> <p>The shortsightedness of some who think 'the way' is to give up cars and encourage people to walk more, or cycle more, will be going up, wet, snowy, England. Why does Sevenoaks require a sailing lake? we have lakes, we have bird sanctuary, we have a football pitch, what we need is to maintain our county side with wild animals and hedgerows and trees, so we dont flow into the next town. Take some of knole grounds to build on. I have read the proposal and struggle to find the 'exceptional circumstance' that require a sailing lake, and cycle path in Northern Sevenoaks. The Greatness site is not, easy access, it is on the green belt, and we, 71% of the people, do not want our green belt taken, for 1% of cyclists and the wealthy to have lake front homes. We also do not want an influx of 800? cars at our already congested junctions or years of dusty dirty arctic vehicles rumbling through our neighbourhood roads outside our homes, this will impact the quality of life and decrease property values. think, would you want that out side your home. There are so many issues and problems with this plan and as someone who has lived in Sevenoaks and seen the changes I am hart-broken. I understand progress, but take a look at the high street shops. look at the roof line there is no excuse for that, if you are indeed protecting your history. look at "the Castle" pub, it looks nothing like it did , look at the Gate house on the corner of Hillingdon, look at "the Mill" mill lane, all protected buildings. look what happened to the beautiful old Victorian "North Side" next to the council office Bradbourne, pulled down , now ugly flats and still no parking. it is shameful. and the plan is to build 800 homes on the green belt, designed to protect the land from exactly that. yes we want to protect our way of life, yes we want to protect our history, yes we want to protect our country side, yes we want to uphold the green belt. NO we don't want to build an estate of homes and a lake at the Greatness site. No we don't want egress through Mill Lane, Greatness Lane or Farm Road. I find your questionnaires to be self serving, there is no place to say we don't want the green belt built on so I am saying it. We do not want the green belt at the Greatness site in Northern Sevenoaks, built upon. thank you.</p>	<p>Objection to development at Sevenoaks Quarry noted</p> <p>Policy redrafted in relation to Tarmac site to highlight need to mitigate traffic impacts (new Policy D2)</p>	
182		11 March 2020	<p>No building new houses on land. Would effect traffic pollution schools doctors etc More social council housing needed as area unaffordable for first time local buyers</p>	<p>Objection to new development (excepting affordable homes) noted</p>	
183		11 March 2020	<p>Focus on the station experience would be welcome – a pedestrian bridge to the station is essential as the current position where pedestrians are crossing London road is very unsafe and the pedestrian crossing offers limited opportunities for crossing, particularly for those approaching from Mount Harry Road.</p>	<p>An enhanced at grade crossing as part of a more comprehensive public realm plan for the area around the station a preferred solution and follows current best practice</p>	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
184		11 March 2020	As a father of 4 young kids, I am constantly disappointed how dominant the car is in our town, compared to other towns I visit. It seems there is almost nowhere in the built-up part of Sevenoaks where there isn't an imminent threat from traffic, whether on foot or on two wheels. We urgently need to take a more continental approach to our town: the town is for people, not for cars. Bike lanes (proper ones, not just an afterthought) and more pedestrianisation. Revive the High Street, cut pollution, get people more active, have a positive impact on climate change. Be brave, create a town centre that people want to spend time in. Go to continental Europe (Holland, Germany etc.) and look at what they do.	Comments noted. The Neighbourhood Plan promotes an enhanced walking and cycling environment in the town A refresh of the Cycle strategy to be promoted under Policy M2	
185		11 March 2020	I agree with promotion of cycling and walking in the town centre but there are currently way too many cars, lorries and other motor vehicles. Sevenoaks should look at the excellent work being carried out by an increasing number of London boroughs to promote cycling, walking and public transport and significantly reduce the number of unnecessary car journeys in town.	Comment as above	
186		11 March 2020	I am not a Sevenoaks resident but I am a frequent visitor. I have therefore commented "neutral" to many of the questions. I offer the perspective of a visitor. The town centre is not nearly as attractive as it could be because of the dominance of the private car. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to "enable" a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport for active travel in due course. If I use my bike when visiting Sevenoaks, it is not a nice experience. High volume and high speed traffic dominates the roads. The town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes.	Comment as above	
187		11 March 2020	Policy E3: the intention to develop new car-parks is contrary to the intention to encourage walking/cycling as the principle mode of local transport. Policy D4: states that key-worker housing would be required where the applicant (ie the developer) "demonstrates a need"; no developer is likely to seek out a reason for including (un-profitable) key-worker homes.	Does Policy D4 need re-wording to remove the phrase 'where applicants can demonstrate need'?	Steering Group agreed re-wording of policy D4 to say "The development of on site key worker housing will be encouraged as part of larger infrastructure developments and subject to conditions preventing sale or rent on the open market"
188		11 March 2020	As a cycling instructor I teach children to cycle on Sevenoaks roads. The speed of vehicles on residential streets is dangerous to cyclists and pedestrians with drivers rat running down these streets. Some of these streets have speed humps but they're ineffectual given the number of SUVs and 4x4s in Sevenoaks. I consider Sevenoaks to be one of the worst towns I know to be a cyclist or pedestrian in. The main shopping street could easily be traffic free, rather than having cars passing so close on narrow sections of road/pavement.	Comments noted. The Neighbourhood Plan promotes an enhanced walking and cycling environment in the town	
189		12 March 2020	A lot of motherhood and apple-pie here. Much more active intervention needed to discourage car use and increase pedestrian and cycle use and so dramatically increase the attractiveness of the town centre and an improvement of air quality which is lamentably low in parts of the town centre. This will involve infrastructural change and a dramatic increase in the frequency and user-orientated flexibility of bus services. Mere encouragement of non-car movement is all too passive. Similarly far more radical interventions are needed to enhance the commercial and cultural quality of the town centre. Sevenoaks is a very widely appreciated town centre and draws people in from beyond the town. But it needs imaginative and real support for business and for cultural transformation - eg the compulsory purchase of the Tesco site and its conversion to an indoor market with spaces for small business uses and creative activities as well as the provision of affordable homes on the upper floors with the parking space at the rear greened into a public garden. The Kaleidoscope Library and Gallery should be brought into the town centre by converting the car park separating it from the centre into a garden and outdoor event space.	Comments noted re importance of promoting walking and cycling as alternatives to the car which as an important part of the Neighbourhood Plan. Indoor market promoted on Site 10 on Buckhurst Lane.	
190		12 March 2020	There is a desperate need for safe cycle paths to improve the general health and safety of cyclists and potential cyclists	Comments noted. The Neighbourhood Plan promotes an enhanced walking and cycling environment in the town	
191		12 March 2020	Consideration should be given to electric powered transport - i.e. charging points and housing development plans for N Sevenoaks. 2. Please fix the pavements and roads which are in a serious of disrepair. Thank you for asking and listening!	Policy M9 promotes electric vehicle charging points. Aim 11 aims to identify locations where pavement repairs are required	
192		12 March 2020	I wish to make two points 1. Any right-minded individual who has the interests of the environment in which they live will answer 'Strongly Agree' or 'Agree' to all these questions but would find it difficult to rank them in order without a comprehensive cost benefit analysis. The Council should not use the results of this consultation to go ahead in a hung-ho fashion implementing all the objectives (probably using expensive consultants) and using this as an excuse to increase Council taxes. I believe further consultation, with a proper cost benefit analysis, is needed so that consultees have an idea of the costs and sufficient information to rank the desirability of the objectives.	The Neighbourhood Plan sets a long-term vision for Sevenoaks Town and it is important to gain support for this vision. Further consultation will of course be required on as more detailed proposals are brought forward. The plan has been prepared with input from stakeholders from outside of the Neighbourhood Plan boundary but only residents living within the Plan boundary will be eligible to vote in the referendum on whether the plan should be endorsed and adopted by the Council. This is the process established through the Governments Localism Act.	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
192 (cont)			<p>2. As you will see from my postcode, I live in Seal Parish and so am, theoretically, not permitted to comment. I moved to Sevenoaks as a child in 1955, lived in Pinewood Avenue until 1964, then in Chipstead to 1971. From 1976 to 1993, I lived in White Hart Wood, before moving to Seal. We do most of our shopping in Sevenoaks; I went to both primary and secondary school in Sevenoaks; we go to many sporting and leisure events in Sevenoaks; for years I played for various Sevenoaks-based sports teams; my wife and I have been (and still are) involved as volunteers with several Sevenoaks-based schools, organisations and charities and we regard Sevenoaks as 'our town'. It is invidious that we are regarded as outsiders for this consultation. At a residents association meeting on Sunday (the area covered by the association is in both Seal Parish and Sevenoaks Town) the deputy mayor of Sevenoaks said in reply to my question that I was entitled to comment on the plan. This is not clear from the documentation.</p>		
193		12 March 2020	To preserve and support the areas of Allotments in the Sevenoaks area	Noted. Promoted and protected under Policy L6	
194		12 March 2020	Far more needs to be done to reduce the impacts of cars in Sevenoaks than the Plan proposes. Dedicated cycling and pedestrian facilities must be provided to provide safe and fully accessible routes throughout the Town. Additionally, 20mph zones must be installed everywhere apart from on the most major of through routes.	Comments noted re importance of promoting walking and cycling as alternatives to the car which as an important part of the Neighbourhood Plan.	
195		13 March 2020	The ability of the Town Council to deliver is determined by a range of issues, none the least of which is finance and the time to plan for significant projects. The themes are all laudable but probably the most difficult one is movement and public realm where words such as promotes and supports does little to convey the urgency of action that attaches itself to this theme. Sevenoaks Town Council has made Climate Change and Carbon Neutral Initiatives its No.1 Priority. In its Winter 2020 edition of Town Crier it states that it will start work on the creation of an Action Plan to review issues that relate to this priority. I would be very pleased to actively participate in discussions to develop this local Action Plan.	Comments noted	
196		13 March 2020	Protect allotment sites Affordable housing	Allotments are protected under Policy L6. Affordable housing is promoted under Policy D3.	
197		13 March 2020	<p>1. Thank you to the Officers and Councillors for their efforts in respect of the NDP - the overall strategic objectives are commendable to improve our Town, but I would strongly urge going further and faster to reduce the dominance of the car and to promote active travel with all the associated benefits.</p> <p>2. I have indicated "Strongly Disagree" to the Objective 7. I wholly support "a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels", but do not support, on an unqualified basis, "ensuring that the centre is still accessible by car". I believe that the centre would be considerably enhanced by making it a place for people and not for cars. This could be easily achieved by the pedestrianisation of the High Str from Pembroke Rd to the intersection with London Rd. There is good access to the High Street shopping area from Blight's parking, Waitrose parking and the new Town multi-storey parking facility. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to enable a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport. Further, the town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes. The development of good cycle routes/infrastructure is made all the more pressing by the expansion of the schools at Wilderness and the new housing development plans for Northern Sevenoaks.</p> <p>3. Please reduce light pollution in our Town by eliminating excessive lighting wherever possible (without compromising the safety of residents).</p>	Comments noted. The potential for pedestrianisation / part pedestrianisation of the High Street is promoted under Policy M10.	
198		13 March 2020	West Kent is pleased to see how the consultations have resulted in this well thought through and presented Neighbourhood Plan. We support the intentions it contains and will continue to work with both the Town and District Councils to help shape and deliver this vision. Our own site at 301 London Road is at a major junction and its redevelopment could be a part of your solution in the life of this Plan.	Comments noted and welcomed	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
199		13 March 2020	<p>1. Objective 7 - I support a coordinated approach to transport that encourages the use of sustainable modes of transport. ESPECIALLY walking and cycling to reduce pollution levels etc. I do believe that the centre could be considerably improved by reducing car access, particularly to the High Street which should be pedestrianised. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. A network of safe and pleasant cycling and walking routes needs to be developed in order to facilitate a modal shift to active and sustainable travel. The town should develop, with SDC and KCC, a Local Cycling and Walking Infrastructure Plan. Work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes. Start to implement the recommendations of the Sevenoaks District Cycle Strategy - urgently needed given the expansion of the schools at Wilderess and the new housing development plans for N Sevenoaks.</p> <p>2. Please fix the pavements and roads which are in a serious of disrepair. Thank you for asking and listening!</p>	Comments noted	
200		13 March 2020	<p>I am a Sevenoaks resident. I am very keen that real emphasis is placed on developing more social housing and affordable housing, to help accommodate those of modest means (including small numbers of vulnerable refugees that the Town, District and County Councils have generously agreed to welcome into our community). The town centre is not nearly as attractive as it could be because of the dominance of the private car. The centre is relatively compact and, despite the topography should be easy to access on foot or by bike. Much greater weight should be given to the needs of pedestrians and cyclists. It is not enough to "encourage" cycling and walking. A network of safe and pleasant cycling and walking routes needs to be developed in order to "enable" a modal shift to active and sustainable travel. The town should consider developing with SDC and KCC, a Local Cycling and Walking Infrastructure Plan, in order to benefit from any funding that might become available from the Dept for Transport in due course. If I use my bike when visiting Sevenoaks, it is not a nice experience. High volume and high speed traffic dominates the roads. The town should work with KCC to adopt 20mph as the default speed limit on the majority of roads in the town, with 30mph as the exception for some of the arterial routes.</p>	Comments noted and are aligned with the Neighbourhood Plan.	
201		13 March 2020	<p>Hello I feel it is hard to disagree with any of your priorities as these are sensible. I would stress the importance of preserving the allotments in the Quakers Hill Lane as green space are getting under pressure. I have also done work with Kent Wildlife Trust and they need all the support we can give them. Best wishes with the plan.</p>	Comments noted	
202		13 March 2020	<p>Roundabout at Bat & Ball might ease traffic but would make crossing the roads impossible for pedestrians and very dangerous for cyclists. This junction needs to be entirely re-thought.</p>	Policy M5 promotes improved pedestrian and cycle crossings at major junctions including Bat and Ball. A roundabout at this location must align with this policy.	
203		26 March 2020	<p>More must be done to either stop or discourage large lorries / vehicles from driving through the main town centre. Many during the day, probably never have any business in the town, using it as a 'cut-through'. A 'one-way' system should operate through the town, using the London & Dartford roads running a 'North/South' rule. Areas outside of the station are currently disgusting!! What visitors must think?!</p>	Liaise with KCC / SDC to determine potential of reducing lorry trips through the centre.	Steering Group recommend consideration of a policy that encourages re-routing of HGV's to avoid the town centre.
204		26 March 2020	<p>Reduce car journeys into town.</p>	The plan aims to achieve this by making walking and cycling more attractive options.	New Policy drafted (Policy M10). Wording agreed at Planning Committee meeting on 10 February 2021
205		27 March 2020	<p>I think the plans are very exciting and can only enhance the wonderful quality of life most Sevenoaksians are already lucky to benefit from.</p>	Comments noted	
206		27 March 2020	<p>I am in support of this plan, but would like to note that any housing needs to put the needs of local people first. Though this is a commuter town, local people like me and my partner (who have lived here for 32 years) who are both key workers, are now going to be forced out of Sevenoaks due to the rocketing house prices. This shouldn't be happening and I would hope any new developments would address this.</p>	Affordable housing is promoted under Policy D3	
207		27 March 2020	<p>I would like Sevenoaks to be bold and pioneering in banning HGVs from the town centre. I would also encourage the town to be closed to all vehicles (perhaps except electric vehicles) during certain hours. Pollution and congestion needs to be urgently addressed. The prized heritage assets around Sevenoaks School, St Nicholas Church, Raley's Corner etc have for too long been treated with contempt by lorries and the pursuit of economic progress. Other towns would be protecting and doing everything possible to celebrate this heritage not turning a blind eye to it. Sevenoaks School purports to have a climate change conscious and yet every morning there is a constant stream of diesel 4x4s dropping off children. What restrictions or surveys have they run to monitor this inconsistency in message.</p>	Comments noted	
208		27 March 2020	<p>The draft plan hints at an attractive future for Sevenoaks Town. The sooner it delivers the better.</p>	Comments noted	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
209		27 March 2020	The local responsibility to reduce pollution must be addressed quickly. However, like other communities, Sevenoaks seems to be in denial that the pollution caused by traffic is considerable. Improving traffic flow, reducing queuing, stop/starting, braking and accelerating would achieve huge improvements. There are clear and obvious traffic flow problems, notably around Sevenoaks School, Knole Park traffic entrance and the junction of High Street and London Road at the 'Fountain'. The School should be required to provide improvements by removing the traffic queues through new road and school entrance designs. In the town centre, a one-way circuit clockwise around Pemboke Road, High Street and London Road might help. Another considerable challenge requiring attention is the poor road access to the town's library, swimming pool, car parks, major supermarket and bus station among other things, whereby all traffic has no option but to enter via Suffolk Way. Why not move the bus station to Bligh's Meadow and create traffic flow around Suffolk Way, the existing bus station (Buckhurst Lane), south along High Street and onto the above-mentioned one-way circuit, pedestrianising High St between the Suffolk Way lights (thereby redundant) and Buckhurst Lane?	A focus of the Neighbourhood Plan is to provide attractive alternatives to car use to access the centre. Policy M10 (now M11) aims to improve the quality of the town centre environment for pedestrians and with the potential to introduce alternative traffic management to achieve this	
210		27 March 2020	I support the maintenance and development of allotments	Comments noted	
211		29 March 2020	The plan is comprehensive and will provide a bright future for Sevenoaks.	Comments noted	
212		29 March 2020	Parking is far too expensive. Those that wish to come to Sevenoaks are put off, this negatively impacts all business and should be much cheaper. For those that work in the town and have no choice but to drive, it is an unfair tax. There should be residents or workers parking schemes with huge discounts.	Comments noted	
213		29 March 2020	It's been noted there is no mention of improvement area outside One Stop. At a previous town meeting this was raised, but appears to be missing. The Mill Pond has a lot of time and money spent on it and it's now been totally neglected. In the past two years there've been no ducklings! For a Council that is trying to promote green spaces, you appear to neglect them and try to take them away. As for putting the MUGA on the greatness recreation ground, it's another way of removing more green space for all to enjoy and not enhancing it. Especially at a time like this where people are not able to travel, just proves the necessity to save the open space. If this MUGA is needed, it would be better suited at the community centre which as the title suggests it's for the community. The proposal to allow traffic for new homes from the quarry to exit out via Farm Rd and up Greatness Lane or even Mill Lane would be completely preposterous. Have you actually properly reviewed this? The traffic flow on Greatness Lane is horrendous at any time of day. Vehicles are parked on both sides if the road does not allow for any kind of flow of traffic. Mill Lane is a compete nightmare on days where both the Town Football Club and the Hope Church have things going on. Some days it's not safe to enter or exit Mill Lane due to the cars being parked right up to the junction. Kids are crossing that road to go to the state park and it's a wonder and a blessing no one has been hurt or worse as they dash out from between the cars on their bike etc.	Policy C8 indicates support for proposals to enhance gateways and arrival points into the town including the junction of Seal Road with Greatness Road and Hospital Road (the One Stop Shop). Add reference to Mill Pond on junction of Seal Road and Mill Lane (issued raised in other comments.). Does this need a Policy reference of its own? Transport proposals in relation to the Sevenoaks Quarry development will be part of a detailed dialogue / testing as part of preparation of proposals for the site. The MUGA is now complete and installed at the Bat and Ball centre site	Consider as part of rewording of policy D2
214		30 March 2020	Disappointing that some of the material - most notably the Transport Strategy - is very out of date (and progress has clearly been slow). The questionnaire can be answered without reading the Plan - i.e. it doesn't ask questions about the Plan's proposals.	Whilst the Transport Strategy was prepared a number of years ago the main messages and policy considerations are still valid now.	
215		30 March 2020	I am concerned about the use of Farm Lane, Greatness Lane and Mill Lane as access/exit to the new housing estate. These roads are busy and clogged with on street parking and it would be dangerous to increase the traffic. Multi use games area in Greatness Park - same as above, it is a nightmare trying to drive down Mill Lane as it is but if you increase traffic and parking with a bigger facility, it will be impossible. Mill Pond - a lot of money and effort went into rejuvenating this area and it is not being kept up. Such a waste.	Transport proposals in relation to the Sevenoaks Quarry development will be part of a detailed dialogue / testing as part of preparation of proposals for the site.	
216		30 March 2020	Areas which are absent in the plan: Regeneration of area outside One Stop (Seal Road) Whilst the plan concentrates on the aesthetic improvement of the area, it fails to address this eyesore outside the shop. Better maintenance of the Mill Pond Again, this would improve the appearance of the area. After much investment it is a shame it's not being maintained. Area's of concern in the plan: Use Farm Lane, Greatness Lane and Mill Lane as access/exit to the new housing estate. These roads are in a high density residential area and do not have the capacity. 2. Reduction of the already limited open space at Greatness Recreation Ground by building a Multi Use Games Area.	Policy C8 indicates support for proposals to enhance gateways and arrival points into the town including the junction of Seal Road with Greatness Road and Hospital Road (the One Stop Shop). Add reference to Mill Pond on junction of Seal Road and Mill Lane (issued raised in other comments.). Does this need a Policy reference of its own? Transport proposals in relation to the Sevenoaks Quarry development will be part of a detailed dialogue / testing as part of preparation of proposals for the site.	Agreed to strengthen the Policy C8 in relation to this (refer to comment 101) Refer to response to comment 102 re Mill Pond A new Policy D2 to be drafted in relation to the Tarmac Site and to include a need for transport impacts to be adequately mitigated. Revised wording to Policy D2 agreed at Planning Committee meeting on 10 February 2021
217		30 March 2020	Any development should not be on greenbelt.	Comments noted	

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 5, 25 March 2021)

Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
218		31 March 2020	Transport, Environment and Housing are key and have been neglected for too long	Comments noted	
219		31 March 2020	All policies should be reviewed in the light of the imperative need to mitigate and adapt to climate change. Those relating to the development should include a requirement to achieve biodiversity net gain, and in those areas where major redevelopment is planned new and existing green spaces should be linked to create wildlife corridors through the urban area. The development of Northern Sevenoaks provides a particular opportunity to achieve this. The Town Council also has opportunities on its own sites to model the adaptation to mitigate and adapt to climate change required in our townscape through the provision of dedicated cycle routes, electric charging points, and tree planting e.g at Hollybush Recreation Ground.	Do we need a policy that is specific to enhancing biodiversity as part of new development as part of the Theme Two - Landscape and Green Infrastructure?	Steering Group recommend consideration of a new policy A new Objective and policies have been drafted in respect of climate change, biodiversity and flooding (New Objective Four and new policies L1 and L2)



APPENDIX K:

CHANGES FROM PRE-SUBMISSION TO SUBMISSION DRAFT NEIGHBOURHOOD PLAN



Amendments to Neighbourhood Plan from Consultation Draft (January 2020) to Submission Draft June 2022.

Ref.	Page Number (Consultation Draft)	Section	Original Text (Regulation 14 Consultation Draft Jan 2020)	Revised Text (Regulation 15 Submission Draft June 2022)
I	5	Executive summary – About the Plan	Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications.	Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and their policies have equal weight with adopted Local Plan policies in the determination of planning applications. <u>The determination must be made in accordance with their policies unless material considerations indicate otherwise.</u>
II	5	Executive summary – About the Plan	In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan. The Plan remains, however, firmly based on the work undertaken by the Town Council.	In Summer 2017 Urban Initiatives Studio (UIS) was appointed by the Town Council to assist them with preparation of the Plan. UIS's brief was to bring together all of the background work and the outcomes of the public engagement undertaken by the Council, and translate this into the Neighbourhood Plan. The Plan remains, however, firmly based on the work undertaken by the Town Council.
III	6	Executive summary – The Vision and Objectives	The Neighbourhood Plan is looking to the future and central to this is the need to respond to the increasing threat of climate change. In June 2019 the government committed to reaching 'net zero' carbon emissions by 2050. The Neighbourhood Plan promotes many policies that will help to deliver this target either through land use and development or through helping to facilitate and encourage more sustainable lifestyles.	Public consultation on the draft Neighbourhood Plan took place from January through to March of 2020, although comments made after that date were also welcomed. The representations made have been careful considered in preparing <u>this final draft Neighbourhood Plan.</u> The Neighbourhood Plan is looking to the future and central to this is the need to respond to the increasing threat of climate change. In June 2019 the government committed to reaching 'net zero' carbon emissions by 2050. At the Sevenoaks District Council Full Council meeting on 19 November 2019 the Council agreed the aspiration to be Net Zero by 2030. The Neighbourhood Plan promotes many policies that will help to deliver this target either through land use and development or through helping to facilitate and encourage more sustainable lifestyles. IMPACT OF COVID 19 <u>Following the consultation on the draft Neighbourhood Plan in early 2020 the world has faced an unprecedented pandemic. It is difficult to judge the lasting impacts of the COVID-19 pandemic but a number of Government surveys have indicated that access to the nation's gardens, parks, woodlands and rivers have played a huge part in helping people through the pandemic. Almost nine in ten adults surveyed in England reported that being in nature makes them very happy and nearly three quarters of adults were concerned about biodiversity loss in England (People and Nature Survey, Natural England). The research also revealed the importance of local parks and green spaces to the nation's mental and physical wellbeing. Department of Transport figures published in October 2020 show that between May and July 2020, 39% of people reported walking more and 38% reported cycling more than before the outbreak of the pandemic.</u>

				<p>The pandemic has also changed the way people work and shop. For many people working from home is likely to continue to form part of a more flexible approach; the pandemic's long-term impact on town centres and high streets are yet to be fully realised but the switch to internet sales is likely to lead to a reduction in retail floor space and a greater focus on the quality of the wider town centre offer to attract visitors.</p> <p>What the pandemic has demonstrated is the importance of the local neighbourhood and how it delivers for its residents. The objectives identified as part of the Neighbourhood Plan including addressing climate change, encouraging sustainable travel, enhancing the network of green spaces, increasing recreational opportunities and growing the local economy will remain even greater priorities in the post-Covid world.</p>
IV	7	Executive summary – The Vision and Objectives	<ul style="list-style-type: none"> THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE 	<ul style="list-style-type: none"> THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE
V	8	Executive summary – Themes and Objectives	Objective Two: To protect views both to local landmarks and to the open countryside	Objective Two: To protect views both to local landmarks and to the open countryside the setting of local landmarks and the landscape setting of the town
VI	8	Executive summary – Themes and Objectives	<p>THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE</p> <p>Objective Four: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity</p> <p>Objective Five: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure</p>	<p>THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE</p> <p>Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change</p> <p>Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity</p> <p>Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure</p>
VII	8	Executive summary – Themes and Objectives	<p>THEME THREE: MOVEMENT AND PUBLIC REALM</p> <p>Objective Six: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network</p> <p>Objective Seven: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car</p>	<p>THEME THREE: MOVEMENT AND PUBLIC REALM</p> <p>Objective Seven: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network</p> <p>Objective Eight: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car</p>

VIII	8	Executive summary – Themes and Objectives	Objective Eight: To deliver public realm enhancements to improve the pedestrian experience in the town THEME FOUR: LOCAL ECONOMY Objective Nine: To support local businesses and encourage a more collaborative and entrepreneurial business environment in the centre Objective Ten: To consolidate and enhance both the town centre and secondary shopping areas THEME FIVE: COMMUNITY AND CULTURE Objective Eleven: To deliver enhanced community assets for the town Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION Objective Thirteen: To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen: To deliver a range of new homes to meet local needs Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and Green Infrastructure;	Objective Eight Nine : To deliver public realm enhancements to improve the pedestrian experience in the town THEME FOUR: LOCAL ECONOMY Objective Nine Ten : To support local businesses and encourage a more collaborative and entrepreneurial business environment in the centre Objective Ten Eleven : To consolidate and enhance both the town centre and secondary shopping areas THEME FIVE: COMMUNITY AND CULTURE Objective Eleven Twelve : To deliver enhanced community assets for the town Objective Twelve Thirteen : To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION Objective Thirteen Fourteen : To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING Objective Fourteen Fifteen : To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen Sixteen : To deliver a range of new homes to meet local needs Objective Sixteen Seventeen : To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and <u>Blue</u> and Green Infrastructure;
IX	8	Executive summary – Themes and Objectives	Objective Eleven: To deliver enhanced community assets for the town Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION	Objective Eleven Twelve : To deliver enhanced community assets for the town Objective Twelve Thirteen : To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION
X	8	Executive summary – Themes and Objectives	Objective Thirteen: To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING	Objective Thirteen Fourteen : To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING
XI	8	Executive summary – Themes and Objectives	Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen: To deliver a range of new homes to meet local needs Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and Green Infrastructure;	Objective Fourteen Fifteen : To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen Sixteen : To deliver a range of new homes to meet local needs Objective Sixteen Seventeen : To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and Green Infrastructure;
XII	9	Executive summary – Policies	Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and Green Infrastructure;	Objective Sixteen Seventeen : To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and <u>Blue</u> and Green Infrastructure;
XIII	9	Executive summary – Policies	Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and Green Infrastructure;	Objective Sixteen Seventeen : To provide homes that are energy efficient and minimise environmental impact Para 3 Neighbourhood Plans are permitted to include both planning and non-related non-planning related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled 'Policy', and the non-planning related policies are identified as 'Aim'. • Theme Two: Landscape and <u>Blue</u> and Green Infrastructure;
XIV	10	Executive summary – Policies	Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets Policy C1: The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals	THEME ONE: CHARACTER, HERITAGE AND IDENTITY Objective One: To respect the town's character and heritage and ensure that all new development is responsive to its context and enhances the setting of the town's historic assets Policy C1: The Neighbourhood Plan will support development that positively impacts on development that positively impacts on a heritage asset or its setting. New development must be informed significance of a heritage asset or its setting. New development must be informed

			<p>Aim C2: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value*</p> <p>Policy C3: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications in residential areas should contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD</p> <p>Aim C4: The Town Council will establish a formal design review process that either utilises an existing panel or creates a new design review panel. When established, all major planning applications or proposals on sites within sensitive locations, will normally be required to be submitted to the panel for review early in the planning process*</p> <p>Aim C5: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment</p>	<p>by designed to preserve, and where possible, enhance the character or appearance of Conservation Areas, taking into account national and local design guidance such as the <u>National Design Guide</u> and <u>Conservation Area Appraisals</u></p> <p>Aim C2: The Town Council will work with the District Council and landowners to encourage development of vacant and under-used sites particularly where they have a <u>negative impact on the townscape in Sevenoaks</u></p> <p>Aim C2 C3: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value*</p> <p>Policy C3 C4: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications <u>Applicants</u> submitting a planning application in residential areas should contain a brief be encouraged and use best endeavours to include a statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD</p> <p>Aim C5: The Town Council will work with the District Council to encourage the <u>naming of new streets to reflect people and places of historic significance to the town</u></p> <p>Aim C4 C6: The Town Council will establish a formal design review process that either utilises an existing panel or creates a new design review panel. When established, all normally require major planning applications or proposals on sites within sensitive locations, will normally be required to be submitted to the a Design Review panel for review early in the planning process. <u>The Town Council will either utilise a panel established by the District Council or utilise another established panel*</u></p> <p>Aim C5 C7: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment</p>
XV	10	Executive summary – Policies	<p>Objective Two: To protect views both to local landmarks and to the open countryside</p> <p>Policy C6: Development in the town will be supported where it protects and enhances the setting of local landmarks</p> <p>Policy C7: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside</p> <p>Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression</p>	<p>Objective Two: To protect views both to the setting of local landmarks and to the open countryside <u>the landscape setting of the town</u></p> <p>Policy C6 C8: Development in the town will be supported where it protects and enhances the setting of local landmarks</p> <p>Policy C7 C9: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside</p> <p>Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression</p>
XVI	10	Executive summary – Policies	<p>Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression</p>	

XVII	10	<p>Policy C8: The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at:</p> <ul style="list-style-type: none"> • Sevenoaks station / Station Square; • Otford Road; • Seal Road; • Tonbridge Road; • Bradbourne Vale Road; • Bat and Ball junction and station; • The junction of Seal Road with Greatness Lane and Hospital Road; • The Vine; • London Road / High Street junction; and • London Road / Pembroke Road junction. 	<p>Policy C8 C10: The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at:</p> <ul style="list-style-type: none"> • Sevenoaks station / Station Square; • Otford Road; • Seal Road; • Tonbridge Road; • Bradbourne Vale Road; • Bat and Ball junction and station; • The junction of Seal Road with Greatness Lane and Hospital Road; • The Vine; • London Road / High Street junction; and • London Road / Pembroke Road junction. <p>Proposals should respond to local character and where appropriate conserve and enhance heritage assets and their settings</p>
Executive summary – Policies		<p>THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE</p>	
<p>Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change</p> <p>Policy L1: <u>Proposals for new development should wherever possible and using best endeavours, deliver a net gain in biodiversity retaining natural features that support wildlife, establishing ecological networks and including new habitats that respond to the local context and the character of the site. New planting and landscapes should respond to the wider landscape through use of native species that support greater biodiversity</u></p> <p>Policy L2: <u>New development will be expected to manage surface water to minimise flood risk and flows to watercourses. Development proposals should normally incorporate sustainable urban drainage (SuDs) as an integral part of the landscape structure</u></p> <p>Where practicable SuDs should be positively designed into schemes from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands and can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development</p> <p><u>Development proposals will be expected to provide appropriate drainage infrastructure in order not to overbear the existing network and to avoid difficulties with local water supplies, sewerage and sewage treatment, and waste disposal.</u></p> <p>Objective Four Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity</p> <p>Aim L1: The Town Council will identify areas where trees and hedgerows make a</p>			

			<p>Policy M10: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre</p> <p>Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres</p> <p>The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres</p> <p>Aim M11: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian environment*</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Nine: To support local businesses and encourage a more collaborative and entrepreneurial business environment in the centre</p> <p>Objective Ten: To consolidate and enhance both the town centre and secondary shopping areas</p> <p>THEME FIVE: COMMUNITY AND CULTURE</p> <p>Objective Eleven: To deliver enhanced community assets for the town</p> <p>Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people</p> <p>THEME SEVEN: DEVELOPMENT AND HOUSING</p> <p>Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land</p> <p>Policy D1: Development to be promoted on sustainable sites. Sites include:</p>	<p>Policy M11: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre and should be informed by the character and heritage assets within an area</p> <p>Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres</p> <p>The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres</p> <p>Aim M12: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian environment*</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Nine Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre</p> <p>Objective Ten Eleven: To consolidate and enhance both the town centre and secondary shopping areas</p> <p>THEME FIVE: COMMUNITY AND CULTURE</p> <p>Objective Eleven Twelve: To deliver enhanced community assets for the town</p> <p>Objective Twelve Thirteen: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen Fourteen: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people</p> <p>THEME SEVEN: DEVELOPMENT AND HOUSING</p> <p>Objective Fourteen Fifteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land</p> <p>Policy D1: Development to be promoted on sustainable sites. Sites include:</p>
XXI	12	Executive summary – Policies		
XXII	12	Executive summary – Policies		
XXIII	12	Executive summary – Policies		
XXIV	12	Executive summary – Policies		
XXV	13	Executive summary – Policies		
XXVI	13	Executive summary – Policies		

<ul style="list-style-type: none"> • <u>Community Centre, Bat and Ball*;</u> • <u>Travis Perkins, Bat and Ball;</u> • <u>Cramptons Road, Water Works;</u> • <u>Carpetright / Wickes, Otford Road;</u> • <u>Sevenoaks Gasholder Station;</u> • <u>Bat and Ball Enterprise Centre;</u> • <u>Tarmac Ltd. site, Greatness;</u> • <u>Sevenoaks station and surrounding area;</u> • <u>Edwards Electrical, High Street;</u> • <u>Buckhurst Lane sites;</u> • <u>Post Office / BT Exchange;</u> • <u>Town Council offices, Bradbourne Vale Road*;</u> and • <u>Adult Education site, Bradbourne Road.</u> 	<ul style="list-style-type: none"> • Community Centre, Bat and Ball*; • Travis Perkins, Bat and Ball; • Cramptons Road, Water Works; • Carpetright / Wickes, Otford Road; • Sevenoaks Gasholder Station; • Bat and Ball Enterprise Centre; • Tarmac Ltd. site, Greatness; • Sevenoaks station and surrounding area; • Edwards Electrical, High Street; • Buckhurst Lane sites; • Post Office / BT Exchange; • Town Council offices, Bradbourne Vale Road*; • Adult Education site, Bradbourne Road.
<p>Policy D1: <u>The Neighbourhood Plan recognises that there are sites that may come forward for development, either as windfall or through allocation in the Local Plan, that have potential to deliver benefits that should be secured through the design, layout and use of each site. Planning applications on the following vacant and under-utilised sites within the Neighbourhood Plan area should demonstrate that they will deliver the relevant benefits set out below, in addition to other requirements set out in the Local Plan:</u></p> <ol style="list-style-type: none"> 1. <u>Bat and Ball Centre, Bat and Ball*</u> <ul style="list-style-type: none"> • <u>Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey;</u> • <u>A southern access and entrance to Bat and Ball station; and</u> • <u>A building layout that would facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station.</u> 2. <u>Travis Perkins, Bat and Ball</u> <ul style="list-style-type: none"> • <u>A longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height;</u> • <u>Removal of the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area; and</u> • <u>Improved access towards Bat and Ball station and better animation of the streets in the area.</u> 3. <u>Cramptons Road, Water Works</u> <ul style="list-style-type: none"> • <u>Potential for residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project;</u> • <u>Layout must retain access to the water treatment works to the north of the site. The layout of development should facilitate a potential future</u> 	<p>Policy D1: The Neighbourhood Plan recognises that there are sites that may come forward for development, either as windfall or through allocation in the Local Plan, that have potential to deliver benefits that should be secured through the design, layout and use of each site. Planning applications on the following vacant and under-utilised sites within the Neighbourhood Plan area should demonstrate that they will deliver the relevant benefits set out below, in addition to other requirements set out in the Local Plan:</p> <ol style="list-style-type: none"> 1. Bat and Ball Centre, Bat and Ball* <ul style="list-style-type: none"> • Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey; • A southern access and entrance to Bat and Ball station; and • A building layout that would facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station. 2. Travis Perkins, Bat and Ball <ul style="list-style-type: none"> • A longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height; • Removal of the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area; and • Improved access towards Bat and Ball station and better animation of the streets in the area. 3. Cramptons Road, Water Works <ul style="list-style-type: none"> • Potential for residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project; • Layout must retain access to the water treatment works to the north of the site. The layout of development should facilitate a potential future

	<p>pedestrian connection through Sevenoaks Business Centre to Bat and Ball station; and</p> <ul style="list-style-type: none"> The scale and massing of development should respond to the lower scale properties to the west of the site. <p><u>4. Carpetright / Wickes, Otford Road</u></p> <ul style="list-style-type: none"> Relocate existing uses northwards to the Vestry Industrial Estate where they are more appropriate; Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes; Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments); and Respond positively with proposals for the adjacent gasholder station site (Site 5). <p><u>5. Sevenoaks Gasholder Station</u></p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks; A development layout that provides positive frontages to streets and retains, fronts onto and overlooks the pedestrian path (a public right of way) that connects Cramptons Road with Otford Road through the site; and A scale and massing that responds to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road). <p><u>6. Bat and Ball Enterprise Centre</u></p> <ul style="list-style-type: none"> Longer term opportunity to change this area close to Bat and Ball station to mixed-use; Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes (from Queens Drive) that are overlooked by new development; Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road; and Buildings could be up to four storeys in this location. <p><u>7. Sevenoaks station and surrounding area</u></p> <ul style="list-style-type: none"> Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town; There are notable views down London Road towards the Kent Downs AONB to the north and any development should respond sensitively to this setting; Scale of buildings to be typically four to six storey. There may be potential for a taller building to mark the station; and Opportunity to reconsider transport interchange and public realm.

	<p><u>treatment at the station:</u></p> <p><u>8. Edwards Electrical, High Street</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located immediately to the south of, and adjacent to, the Vine Conservation Area);</u> • <u>Development should respond to the character of the existing streetscape both in terms of materials, design language and height and massing — two / three storeys is appropriate;</u> • <u>Development should provide a positive and active frontage to the High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form; and</u> • <u>Potential for mews houses to the rear of the site.</u> <p><u>9. Buckhurst Lane (Suffolk Way) sites</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located on the edge of the Sevenoaks High Street Conservation Area) and development will need to respond to the historic development pattern, materials and character of the area;</u> • <u>Access will need to be maintained to service yards of properties on High Street;</u> • <u>Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane;</u> • <u>Scale and massing of development to respond to the existing context;</u> • <u>Development should front streets whilst concealing existing service yards from public view; and</u> • <u>Pedestrian connections through the area to be retained and any trees that are removed to be replaced.</u> <p><u>10. Post Office / BT Exchange</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre);</u> • <u>The site is located on elevated ground with land dropping away to the south and development is likely to be highly visible from a number of locations. The height and massing needs to be carefully considered and modelled;</u> • <u>Potential to re-establish the primacy of London Road through development providing active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey;</u> • <u>Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses;</u> • <u>Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road;</u>

<ul style="list-style-type: none"> • <u>Potential for public realm enhancement to South Park; and</u> • <u>A comprehensive scheme should be prepared but could be delivered as two independent phases (Post Office and BT Building).</u> 	
<p><u>11. Town Council offices, Bradbourne Vale Road*</u></p> <ul style="list-style-type: none"> • <u>Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear;</u> • <u>Development up to three storeys; and</u> • <u>Potential to relocate existing office space to the Community Centre site at Bat and Ball station.</u> 	
<p><u>12. Adult Education site, Bradbourne Road</u></p> <ul style="list-style-type: none"> • <u>Potential for sensitive residential conversion of the locally listed college building which maintains the integrity of the existing building.</u> • <u>Potential for a new build residential annex; this must be subservient to main college building in respect of its design and scale and massing; and</u> • <u>Existing mature trees and quality of landscape setting to be retained.</u> 	
<p><u>Development on these sites will follow the urban design principles set out in this Neighbourhood Plan. Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life</u></p> <p><u>Policy D2: Development proposals that fall within the Northern Sevenoaks Masterplan study area boundary will follow the development principles set out in the Northern Sevenoaks Masterplan</u></p>	
<p><u>Policy D2: Should the Tarmac Ltd. Site at Greatness be brought forward for development, either as windfall or through allocation in the Local Plan, this should be guided by an agreed masterplan that indicates how development would be laid out to respond to, and provide a significant landscape resource for Sevenoaks, how it will be phased and the supporting infrastructure that would be delivered as part of the development.</u></p>	
<p><u>Development of the site should also deliver the following benefits for the area:</u></p> <ul style="list-style-type: none"> • <u>Community infrastructure including the potential provision of a primary school and medical facilities;</u> • <u>Green infrastructure including the provision of a new lake and centre for sport, recreation and leisure, a network of walking and cycling routes and play space;</u> • <u>Transport infrastructure and in particular proposals must demonstrate how vehicular access will be achieved and how any transport impacts will be mitigated, including but not limited to improvements to Bat and Ball junction;</u> • <u>Re-use of historic buildings - the former oast house should be refurbished, integrated into the development and re-used for</u> 	

XXVII	13	Executive summary – Policies	<p>Objective Fifteen: To deliver a range of new homes to meet local needs</p> <p>Policy D3: All residential development proposals must provide a range of homes to meet local needs. Affordable housing provision will be required as part of all eligible developments</p> <p>Policy D4: The development of on-site key worker housing will be supported as part of larger infrastructure developments where applicants can demonstrate need, and subject to a condition preventing sale or rent on the open market</p>	<ul style="list-style-type: none"> community use; and A mix of new homes that supports local needs and including affordable homes to meet the requirements of the Local Plan. <p>Objective Fifteen <u>Sixteen</u>: To deliver a range of new homes to meet local needs</p> <p>Policy D3: All <u>Where practicable larger</u> residential developments proposals must <u>will be expected to provide a range of homes to meet local needs. New housing should contribute to meeting the identified local need.</u> Affordable housing provision will be required as part of all eligible developments</p> <p>Policy D4: The development of on-site key worker housing will be supported <u>encouraged as part of larger infrastructure developments where applicants can demonstrate need</u>, and subject to a condition preventing sale or rent on the open market</p>
XXVIII	13	Executive summary – Policies	<p>Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact</p>	<p>Objective Sixteen <u>Seventeen</u>: To provide homes that are energy efficient and minimise environmental impact</p>
XXIX	15	Intro Section 1.1	<p>Para 2</p> <p>Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and are a material consideration in the determination of planning applications.</p>	<p>Para 2</p> <p>Neighbourhood Plans (such as this document) can establish general planning policies for the development and use of land in an area. When adopted, they form part of the Statutory Development Plan and are a material consideration in the determination of planning applications. their policies have equal weight with adopted Local Plan policies in the determination of planning applications. The determination must be made in accordance with their policies unless material considerations indicate otherwise.</p>
XXX	15	Intro Section 1.1	<p>Para 4</p> <p>The Neighbourhood Plan process is generally led by a Parish or Town Council, with continual involvement from the Local Planning Authority. Neighbourhood Plans must be supported by the local community and this is tested through a referendum. If there is majority support for the Plan it will then be adopted by the local authority.</p>	<p>Para 4</p> <p>The Neighbourhood Plan process is generally led by a Parish or Town Council, with continual involvement from the Local Planning Authority. Neighbourhood Plans must be supported by the local community and this is tested through a referendum. <u>The referendum for this Plan is anticipated to take place in Autumn 2022.</u> If there is majority support for the Plan it will then be adopted by the local authority.</p>
XXXI	16	Intro Section 1.2	<p>Paras 10 and 11</p> <p>A range of background studies have also been undertaken to support the content of this Plan including the Sevenoaks Town Sports Strategy, an Integrated Transport Strategy and the Northern Sevenoaks Masterplan. These inform the policies within the Plan.</p> <p>The Plan will be reviewed every five years to ensure that it responds to local issues and remains in accordance with higher level policies.</p>	<p>Paras 10 and 11</p> <p>A range of background studies have also been undertaken to support the content of this Plan including the <u>Sevenoaks District Transport Strategy, Sevenoaks Town Sports Strategy, an Integrated Transport Strategy, the Sevenoaks Cultural Strategy and the Northern Sevenoaks Masterplan.</u> These inform the policies within the Plan <u>and are provided as Appendices.</u></p> <p>The Plan will be reviewed every five years to ensure that it responds to local issues and remains in accordance with higher level policies.</p> <p>During the period through which the Neighbourhood Plan has been in preparation the Town Council has delivered a number of the projects that were identified in the early consultations including a new Bat & Ball centre, and refurbishment and access improvements to Bat and Ball station.</p>

XXXII	19	1.3 THE CONSULTATION DRAFT PLAN AND PROCESS	1.3 THE CONSULTATION DRAFT PLAN AND PROCESS PREPARING THE NEIGHBOURHOOD PLAN
XXXIII		<p>The Town Council developed the Plan through the work of a number of sub-committees each focusing on specific elements of the Plan including Character of the Town, Economic Development, Transport, Housing, Leisure and Environment.</p> <p>The Plan is presented here in draft form. The Town Council is legally obliged to publicise the draft Neighbourhood Plan to bring it to the attention of those who work, live and run businesses in the Neighbourhood Plan area and to gain feedback. The Town Council will also consult with stakeholders outside of the Plan area that may be affected by the Plan, including neighbouring Parish Councils and statutory bodies, including Natural England. A copy of the draft Neighbourhood Plan will also be provided to Sevenoaks District Council.</p> <p>A six week public consultation is set to run from Friday 31st January 2020 until Friday 13th March 2020. The public consultation will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020. An exhibition will be available to view at the launch and at a number of locations across the town through the six week period. Further information about the Neighbourhood Plan and how to comment on it are available on the Neighbourhood Plan website at https://sevenoaksndp.wordpress.com</p> <p>When the consultation process is completed, the Town Council will consider the public responses carefully and make any amendments necessary before submitting the final version to the District Council. Once submitted, Sevenoaks District Council will be responsible for publicising the Plan, arranging for an independent examination and carrying out a public referendum.</p> <p>The District Council is currently in the process of preparing a new Local Plan for the district which will set out where, when and how much development will occur in the district up to 2035. This is important planning policy that will, when adopted in 2019, replace the Core Strategy 2011 and Allocations and Development Management Plan 2015. The Neighbourhood Plan policies will need to be in accordance with the new emerging Local Plan's strategic policies.</p> <p>The Neighbourhood Plan will be reviewed every five years to ensure that it responds to local issues and remains in accordance with higher level policies.</p>	<p><u>Neighbourhood Plan Process</u></p> <p>The Town Council developed the Neighbourhood Plan through the work of a number of sub-committees each focusing on specific elements of the Plan including Character of the Town, Economic Development, Transport, Housing, Leisure and Environment.</p> <p><u>The Plan is presented here in draft form. The Town Council is legally obliged to publicise the draft Neighbourhood Plan to bring it to the attention of those who work, live and run businesses in the Neighbourhood Plan area and to gain feedback. The Town Council will also consult with stakeholders outside of the Plan area that may be affected by the Plan, including neighbouring Parish Councils and statutory bodies, including Natural England. A copy of the draft Neighbourhood Plan will also be provided to Sevenoaks District Council.</u></p> <p>A six week public consultation is set to run from Friday 31st January 2020 until Friday 13th March 2020. The public consultation will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020. An exhibition will be available to view at the launch and at a number of locations across the town through the six week period. Further information about the Neighbourhood Plan and how to comment on it are available on the Neighbourhood Plan website at https://sevenoaksndp.wordpress.com</p> <p>When the consultation process is completed, the Town Council will consider the public responses carefully and make any amendments necessary before submitting the final version to the District Council. Once submitted, Sevenoaks District Council will be responsible for publicising the Plan, arranging for an independent examination and carrying out a public referendum.</p> <p>The District Council is currently in the process of preparing a new Local Plan for the district which will set out where, when and how much development will occur in the district up to 2035. This is important planning policy that will, when adopted in 2019, replace the Core Strategy 2011 and Allocations and Development Management Plan 2015. The Neighbourhood Plan policies will need to be in accordance with the new emerging Local Plan's strategic policies.</p> <p>The Neighbourhood Plan will be reviewed every five years to ensure that it responds to local issues and remains in accordance with higher level policies.</p> <p><u>Consultation Draft Neighbourhood Plan</u></p> <p><u>A draft Neighbourhood Plan was prepared and agreed by the Neighbourhood Plan Steering Group in January 2020. Neighbourhood planning regulations (Regulation 14) require that the draft Neighbourhood Plan be the subject of a pre-submission consultation before it is submitted to the local authority for independent</u></p>

examination. The Town Council organised a six week public consultation running from Friday 31st January 2020 until Friday 13th March 2020. This was extended for a further two weeks to Tuesday 31st March 2020. Comments received on the Plan after this date were also accepted.

The draft Neighbourhood Plan was brought to the attention of all those who work, live and run businesses in the Neighbourhood Plan area in order to gain feedback. The Town Council also consulted with stakeholders outside of the Plan area that may be affected by the Plan, including neighbouring Parish Councils and statutory bodies, including Natural England, English Nature and Historic England. The draft Neighbourhood Plan was also provided to Sevenoaks District Council and Kent County Council.

The public consultation was launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020 and then moved to a number of other locations in the town including the Stag Theatre, Sevenoaks railway station foyer and the Town Council offices over the eight week consultation period. An exhibition was available to view at these locations and Town Council officers, Councillors and members of the consultant team were on hand to answer questions at both the launch and on other selected days.

A questionnaire was also prepared and this was available to complete online on the Neighbourhood Plan website at <https://sevenoaksndp.wordpress.com>. Further information about the Plan could also be viewed on this site. Hard copies of the draft Plan were available for anyone who wanted one.

Preparing the Final Neighbourhood Plan

Following the consultation the Town Council collated all comments and representations. Feedback was overwhelmingly positive however some recommendations on additions and amendments to the Plan were also made. The Town Council and Neighbourhood Plan Steering Committee considered these comments carefully and agreed changes to make to the plan. These have been incorporated in this Submission Draft Neighbourhood Plan.

A Consultation Statement has been prepared under separate cover and this documents in detail the process to prepare the plan, who has been consulted, the comments made and how these have been incorporated in the Plan.

Following advice from the District Council a Strategic Environmental Assessment (SEA) was carried out on the draft plan in summer 2021. The policies and aims in the plan were found to perform favourably in sustainability terms. A number of minor amendments were recommended and these have been incorporated in the Final Draft Neighbourhood Plan.

The Submission Draft Neighbourhood Plan will be submitted to Sevenoaks District

XXXIV	24	Section 2.2 Landscape	<p>Paras 2 and 3 Knole Park abuts the town centre to the south-east and this 400 hectare deer park is a huge asset for the town. It, along with a number of other open spaces distributed across the town, makes a significant contribution to local character.</p> <p>To the north of the town the landscape has been exploited to extract gravel and this provides a legacy of waterbodies and waterside habitats at the Sevenoaks Wildlife Reserve.</p>	<p><u>Council who will then be responsible for publicising the Plan, arranging for an independent examination and carrying out a public referendum.</u></p> <p><u>The District Council is currently in the process of preparing a new Local Plan for the district which will replace the Core Strategy 2011 and Allocations and Development Management Plan 2015. The draft Local Plan was submitted to the Secretary of State for Independent Examination in April 2019 and Hearings were held in September and October 2019 however the Planning Inspector had concerns about the soundness of the Plan and called a halt to proceedings. This Neighbourhood Plan is therefore prepared in accordance with the policies of the current Local Plan.</u></p>
XXXV	26	Section 2.2 Transport	<p>Para 8 There is very little provision for cyclists within Sevenoaks, either in terms of dedicated routes or cycle parking; however, Sevenoaks District Council and Kent County Council, supported by Sevenoaks Town Council, prepared the Sevenoaks District Cycling Strategy in 2012, which advocates new cycle routes, safer cycling, cycle parking and promotion.</p>	<p>Para 2 Knole Park abuts the town centre to the south-east and this 400 hectare deer park is a huge asset for the town. It, along with a number of other open spaces distributed across the town, makes a significant contribution to local character and also to the health and well being of Sevenoaks residents.</p> <p>To the north of the town the landscape has been exploited to extract sand and gravel and this provides a legacy of waterbodies and waterside habitats at the Sevenoaks Wildlife Reserve.</p> <p>Para 8 There is very little provision for cyclists within Sevenoaks, either in terms of dedicated routes or cycle parking; however, Sevenoaks District Council and Kent County Council, supported by Sevenoaks Town Council, prepared the Sevenoaks District Cycling Strategy in 2012, which advocates new cycle routes, safer cycling, cycle parking and greater promotion of cycling as a means to move around the town.</p>
XXXVI	28	Section 2.2 Economy	<p>Para 1 There are approximately 18,500 people living in the Neighbourhood Plan area, accounting for a quarter of the total Sevenoaks district population. The population grew by 4% from 2011-2016 in line with national averages. Approximately 61% of the Sevenoaks Neighbourhood Plan area population is of working age. This is lower than that of the district, Kent County Council area and England as a whole reflecting the higher than average proportion of children within the population.</p> <p>Para 9 The Sevenoaks district has higher median resident earnings than wider Kent and England. The median resident earns £33,600 per annum, while the median Kent resident earns £30,000 and the median England resident earns £29,000. Levels of unemployment and deprivation are low in the district.</p>	<p>Para 1 There are approximately 18,500 people living in the Neighbourhood Plan area, accounting for a quarter of the total Sevenoaks district population. The population grew by 4% from 2011-2016 in line with national averages. Approximately 61% of the Sevenoaks Neighbourhood Plan area population is of working age. This is lower than that of the district, Kent County Council area and England as a whole reflecting the higher than average proportion of children within the population.</p> <p><u>Knole House also plays an important role in the local economy with up to 60 staff members and between 450 and 500 volunteers many who live within close proximity to the property. Knole also provides a valuable educational resource to pre-school children, schools and adult learners.</u></p> <p>Para 9 The Sevenoaks district has higher median resident earnings than wider Kent and England. The median resident earns £33,600 per annum, while the median Kent resident earns £30,000 and the median England resident earns £29,000. Levels of unemployment and deprivation are low in the district although there are pockets</p>

XXXVII	29	Section 2.2 Community	Para 5 The Town Council is progressing plans to redevelop the existing Community Centre site adjacent to Bat and Ball station, to provide a new community facility and has recently refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces.	of deprivation towards the north of the neighbourhood plan area.
XXXVIII	30	Section 2.3 Issues	Para 5 The Town Council is progressing plans to redevelop the existing Community Centre site adjacent to Bat and Ball station, to provide a new community facility and has recently refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces. and has refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces.	Para 5 The Town Council is progressing plans to redevelop the existing Community Centre site adjacent to Bat and Ball station, to provide a new community facility and has recently refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces. and has refurbished the listed station building at Bat and Ball to provide a café and community meeting spaces.
XXXIX	31	Section 2.3 Issues	Section 2.3 Issues Landscape and Green Infrastructure <ul style="list-style-type: none"> The need to support the retention of trees and encourage tree planting; The need to protect the Green Belt and other green / open spaces; and The need to retain views to the open countryside. Local Economy <ul style="list-style-type: none"> The need to improve the town centre and neighbourhood centres; The need to protect and maintain existing employment in the town and encourage opportunities; The need to provide better connections between the town's cultural assets; and The need to support and encourage further tourism. 	Landscape and Green Infrastructure <ul style="list-style-type: none"> The need to support the retention of trees and encourage tree planting; The need to protect the Green Belt and other green / open spaces; The need for development to be sensitive to the setting of the Kent Downs AONB; and The need to retain views to the open countryside. Local Economy <ul style="list-style-type: none"> The need to improve the town centre and neighbourhood centres; The need to protect and maintain existing employment in the town and encourage opportunities; The need to provide better connections between the town's cultural assets; and The need to support and encourage existing and further tourism, including additional overnight stays in the district.
XL	34	Section 3.2 Objectives	Section 3.2 Objectives THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE	THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE
XLII	34	Section 3.2 Objectives	Section 3.2 Objectives Objective Two: To protect views both to local landmarks and to the open countryside	Objective Two: To protect views both to local landmarks and to the open countryside the setting of local landmarks and the landscape setting of the town
XLIII	34	Section 3.2 Objectives	Section 3.2 Objectives THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE Objective Four: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity Objective Five: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure	THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change Objective Five: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity Objective Six: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green infrastructure
XLIV	34	Section 3.2 Objectives	Section 3.2 Objectives THEME THREE: MOVEMENT AND PUBLIC REALM Objective Six: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network	THEME THREE: MOVEMENT AND PUBLIC REALM Objective Six: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network

			Objective Seven: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car	Objective Seven: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car
XLV	35	Section 3.2 Objectives	Objective Eight: To deliver public realm enhancements to improve the pedestrian experience in the town THEME FOUR: LOCAL ECONOMY	Objective Eight: To deliver public realm enhancements to improve the pedestrian experience in the town THEME FOUR: LOCAL ECONOMY
XLVI	35	Section 3.2 Objectives	Objective Nine: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre Objective Ten: To consolidate and enhance both the town centre and secondary shopping areas THEME FIVE: COMMUNITY AND CULTURE	Objective Nine: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre Objective Ten: To consolidate and enhance both the town centre and secondary shopping areas THEME FIVE: COMMUNITY AND CULTURE
XLVII	35	Section 3.2 Objectives	Objective Eleven: To deliver enhanced community assets for the town Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION	Objective Eleven: To deliver enhanced community assets for the town Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets THEME SIX: SPORTS AND RECREATION
XLVIII	35	Section 3.2 Objectives	Objective Thirteen: To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING	Objective Thirteen: To deliver enhanced recreational and sports facilities for the town THEME SEVEN: DEVELOPMENT AND HOUSING
XLIX	37	Section 4.1 Introduction	Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen: To deliver a range of new homes to meet local needs Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 2	Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land Objective Fifteen: To deliver a range of new homes to meet local needs Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact Para 2
L	37	Section 4.1 Introduction	Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled, 'Policy', and the non-planning related policies are identified, that help to meet the vision and objectives, as 'Aim'. • Theme Two: Landscape and Green Infrastructure;	Neighbourhood Plans are permitted to include both planning and non-related policies. However, these must be clearly distinguishable. In this Plan the planning policies are labelled, 'Policy', and the non-planning related policies are identified, that help to meet the vision and objectives, as 'Aim'. • Theme Two: Landscape and Green Infrastructure;
LI	38	Section 4.2 Character	Policy C1: The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals	Policy C1: The Neighbourhood Plan will support development that positively impacts on a heritage asset or its setting. New development must be informed by local design guidance such as Conservation Area Appraisals

		<p>Aim C2: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value* The town-wide questionnaire carried out as part of the evidence base for this Plan revealed that a vast majority of respondents thought that buildings of historical significance should be preserved (79% of 883 respondents ranked this as high priority).</p> <p>Higher level planning policies require development to enhance the character, appearance and setting of the heritage assets. These assets include:</p> <ul style="list-style-type: none"> • Scheduled monuments; • Archaeological sites; • Listed buildings; • Locally listed buildings; • Conservation Areas; • Registered and non-registered historic parks and gardens; • Ancient woodland and ancient trees; and • Areas of Outstanding Natural Beauty (AONB). <p>Whilst adopted policies provide a good level of protection some buildings may remain vulnerable to insensitive development. This includes unlisted buildings that are not in Conservation Areas or locally listed buildings (that do not require listed building consent). The Town Council will create additional guidelines to protect these structures.</p>	<p>appearance of Conservation Areas, taking into account national and local design guidance such as the <u>National Design Guide</u> and <u>Conservation Area Appraisals</u></p> <p>Aim C2: The Town Council will work with the District Council and landowners to encourage development of vacant and under-used sites particularly where they have a <u>negative impact on the townscape in Sevenoaks</u></p> <p>Aim C2 C3: The Town Council will prepare guidance on the treatment of locally listed buildings and any other buildings with heritage value* The town-wide questionnaire carried out as part of the evidence base for this Plan revealed that a vast majority of respondents thought that buildings of historical significance should be preserved (79% of 883 respondents ranked this as high priority).</p> <p>Higher level National planning policies require development to enhance the character, appearance and setting of the heritage assets. These assets include:</p> <ul style="list-style-type: none"> • Scheduled monuments; • Archaeological sites; • Listed buildings; • Locally listed buildings; • Conservation Areas; • Registered and non-registered historic parks and gardens; • Ancient woodland and ancient trees; and • Areas of Outstanding Natural Beauty (AONB). <p>Applicants are encouraged to complete a heritage impact assessment at the <u>planning application stage to help to understand the significance of heritage features and the potential impacts of new development on these features. This impact assessment should be proportionate to the change envisaged and the sensitivity of the heritage asset.</u></p> <p><u>Where land has been identified as having archaeological importance, applicants are encouraged to undertake archaeological evaluations prior to construction, with any findings appropriately reported and documented on the local historic environment record in line with best practice guidance.</u></p> <p><u>Vacant and under-used sites impact on the setting of heritage assets and undermine the quality of the townscape. The Town Council will work with the District Council to actively encourage positive change on these sites.</u></p> <p>Whilst adopted policies provide a good level of protection some buildings may remain vulnerable to insensitive development. This includes unlisted buildings that are not in Conservation Areas or locally listed buildings (that do not require listed building consent). The Town Council will create additional guidelines to protect these structures.</p>
--	--	---	---

LII	38	Section 4.2 Character	<p>Policy C3: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications in residential areas should contain a brief statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD</p> <p>Higher level planning policies set out the requirement for development to be of a high quality and respond to local character.</p> <p>Local character, and design guidance on how to respond to it, are set out in a number of planning documents including the Kent Design Guide, Conservation Area Appraisals and the Sevenoaks Residential Character Area Assessment. The Residential Character Area Assessment is particularly relevant as it is specific to Sevenoaks and identifies distinctive local features. It states that new development should: 'respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.'</p> <p>A requirement for a statement to be submitted with all planning applications outlining how development proposals respond to the Residential Character Area Assessment will ensure that planning applications take this guidance into account. It will also make it easier for Council officers to assess whether the application meets the design requirements set out in the assessment.</p>	<p>Policy C3 C4: New development in residential areas will be of a high quality and take account of the Sevenoaks Residential Character Area Assessment Supplementary Planning Document (SPD). Planning Applications Applicants submitting a planning application in residential areas should contain a brief to be encouraged and use best endeavours to include a statement to show how their proposals have responded to the character of their local area and meet the design guidance set out in the SPD</p> <p>Higher <u>Higher</u> National level planning policies set out the requirement for development to be of a high quality and respond to local character.</p> <p>Local character, and design guidance on how to respond to it, are set out in a number of planning documents including the <u>National Design Guide</u>, Kent Design Guide, Conservation Area Appraisals and the <u>Sevenoaks Residential Character Area Assessment</u>. The Residential Character Area Assessment is particularly relevant as it is specific to Sevenoaks and identifies distinctive local features. It states that new development should: 'respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.'</p> <p>A requirement for a statement to be submitted with all planning applications outlining how development proposals respond to the Residential Character Area Assessment will ensure that planning applications take this guidance into account. It will also make it easier for Council <u>planning</u> officers to assess whether the application meets the design requirements set out in the assessment.</p> <p><u>Aim C5: The Town Council will work with the District Council to encourage the naming of new streets to reflect people and places of historic significance to the town</u></p> <p>Sevenoaks has a rich history and there is opportunity to reflect this in the naming of streets across the town.</p>
LIII				
LIV	39	Section 4.2 Character	<p>Aim C4: The Town Council will establish a formal design review process that either utilises an existing panel or creates a new design review panel. When established, all major planning applications or proposals on sites within sensitive locations, will normally be required to be submitted to the panel for review early in the planning process*</p> <p>The delivery of high quality design is a requirement of higher level planning policy. A Design Review, or when appropriate, series of reviews, to assess significant planning applications would add to the existing delivery mechanisms to ensure that high quality design is delivered in Sevenoaks.</p> <p>There is currently no formal design review process that can make use of external expertise from built environment professionals including architects,</p>	<p>Aim C4 C6: The Town Council will establish a formal design review process that either utilises an existing panel or creates a new design review panel. When established, all normally require major planning applications or proposals on sites within sensitive locations, will normally be required to be submitted to the a Design Review panel for review early in the planning process. The Town Council will either utilise a panel established by the District Council or utilise another established panel*</p> <p>The delivery of high quality design is a requirement of higher level planning policy and tools and processes for assessing and improving the design of development are recommended, including design review. <u>A Design Review, or when appropriate, series of reviews, to assess significant planning applications would add to the existing delivery mechanisms to ensure that high quality design is delivered in Sevenoaks.</u></p>

LV	40	Section 4.2 Character	<p>urban designers, landscape architects and engineers. The most effective way to achieve this may be to make use of an established panel, for example Design South East. It is understood that Sevenoaks District Council intend to establish a design review panel and utilising this panel may be appropriate once this is in place.</p>	<p>There is currently no formal design review process that can make use of external expertise from built environment professionals including architects, urban designers, landscape architects and engineers. The most effective way to achieve this may be to make use of an established panel, for example Design South East. It is understood that Sevenoaks District Council intend to establish a design review panel and utilising this panel may be appropriate once this is in place.</p> <p><u>Design review is a tried and tested method of independently evaluating and improving the quality of developments by bringing proposals before a panel of experts from across the built environment professions. The Town Council recommend that prospective applicants come to the design review panel as early as possible in the pre-application or application process.</u></p> <p><u>For clarity a major application is considered to be one for 10+ dwellings, where the site area is over 0.5Ha and / or where a floorspace of over 1,000sqm is proposed.</u></p> <p><u>It is understood that Sevenoaks District Council have recently established a design review panel. The Town Council will engage with the District Council to undertake a design review or if necessary utilise an alternative panel.</u></p> <p><u>Aim C5: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment</u></p> <p><u>Additional para 4</u></p> <p><u>The National Planning Policy Framework advocates the use of design guides and codes to provide clarity on design expectations. The National Model Design Code provides further guidance on the sort of things that should be considered when preparing design guidance or codes for an area.</u></p> <p><u>Objective Two: To protect views both to the setting of local landmarks and to the open countryside</u></p> <p><u>Policy C6: Development in the town will be supported where it protects and enhances the setting of local landmarks</u></p> <p><u>Local landmarks provide local distinctiveness and play an important role in establishing the mental picture and identity of a place. They also assist orientation and navigation. Local landmarks have been identified for the positive role that they play in the local townscape; their historic importance is also reflected in statutory or local designations.</u></p> <p><u>Recognised local landmarks in Sevenoaks include:</u></p> <ol style="list-style-type: none"> <u>1. St John's United Reformed Church (locally listed);</u> <u>2. Bandstand and clubhouse at The Vine (locally listed);</u> <u>3. Old Market House, High Street (Grade II listed building);</u> <u>4. St Nicholas Church tower, High Street (Grade II* listed building);</u>
LVI	42	Section 4.2 Character	<p>Aim C5: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment</p> <p>Objective Two: To protect views both to local landmarks and to the open countryside</p> <p>Policy C6: Development in the town will be supported where it protects and enhances the setting of local landmarks</p> <p>Local landmarks provide local distinctiveness and play an important role in establishing the mental picture and identity of a place. They also assist orientation and navigation.</p> <p>Recognised local landmarks in Sevenoaks include:</p> <ol style="list-style-type: none"> 1. St John's United Reformed Church; 2. Bandstand and clubhouse at The Vine; 3. Old Market House, High Street; 4. St Nicholas Church tower, High Street; and 5. Knole House, Knole Park. 	<p>It is understood that Sevenoaks District Council have recently established a design review panel. The Town Council will engage with the District Council to undertake a design review or if necessary utilise an alternative panel.</p> <p>Aim C5: The Town Council will work with the District Council and / or other design advisors to prepare design guidance for areas not included within the Residential Character Area Assessment</p> <p>Additional para 4</p> <p>The National Planning Policy Framework advocates the use of design guides and codes to provide clarity on design expectations. The National Model Design Code provides further guidance on the sort of things that should be considered when preparing design guidance or codes for an area.</p> <p>Objective Two: To protect views both to the setting of local landmarks and to the open countryside</p> <p>Policy C6: Development in the town will be supported where it protects and enhances the setting of local landmarks</p> <p>Local landmarks provide local distinctiveness and play an important role in establishing the mental picture and identity of a place. They also assist orientation and navigation. Local landmarks have been identified for the positive role that they play in the local townscape; their historic importance is also reflected in statutory or local designations.</p> <p>Recognised local landmarks in Sevenoaks include:</p> <ol style="list-style-type: none"> 1. St John's United Reformed Church (locally listed); 2. Bandstand and clubhouse at The Vine (locally listed); 3. Old Market House, High Street (Grade II listed building); 4. St Nicholas Church tower, High Street (Grade II* listed building);

LVII	42	Section 4.2 Character	<p>New development should not adversely impact on the visibility to or the setting of the local landmarks as listed above and indicated in Figure 4.2 opposite.</p> <p>Policy C7: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside</p> <p>Higher level planning policy sets out a requirement that new development responds to local character. One of Sevenoaks' most defining characteristics is its landscape setting. The town is surrounded by the Kent Downs Area of Outstanding Natural Beauty and by open countryside designated as Green Belt. Fine views of open countryside and the Downs can be seen from many locations within the town. Many of the town's residents benefit from these views, they form an important part of the character of the town and should be preserved.</p>	<p>5. and Knole House (Grade I listed building) within Knole Park (Grade I Registered Park and Garden).</p> <p>New development should not adversely impact on the visibility to or the setting of the local landmarks as listed above and indicated in Figure 4.2 opposite.</p> <p>Policy C7: Development will be supported where it protects and enhances the landscape setting and character of the town and visibility to and from the open countryside</p> <p>Higher level National planning policy sets out a requirement that new development responds to local character. One of Sevenoaks' most defining characteristics is its landscape setting. The town is surrounded by the Kent Downs Area of Outstanding Natural Beauty (AONB) and by open countryside designated as Green Belt. Fine views of open countryside and the Downs can be seen from many locations within the town. Many of the town's residents benefit from these views, they form an important part of the character of the town and should be preserved.</p> <p>Similarly development should be designed to minimise impact on the setting of the Kent Downs AONB. This can be achieved through working with the landscape and through planting that can act as a visual screen; through the use of materials that blend into the landscape, and by minimising light spill.</p>
LVIII	44	Section 4.2 Character	<p>Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression</p> <p>Policy C8: The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at:</p> <ul style="list-style-type: none"> • Sevenoaks station / Station Square; • Otford Road; • Seal Road; • Tonbridge Road; • Bradbourne Vale Road; • Bat and Ball junction and station; • The junction of Seal Road with Greatness Lane and Hospital Road; • The Vine; • London Road / High Street junction; and • London Road / Pembroke Road junction. 	<p>Objective Three: To enhance the gateways / arrival points into the town to create a more welcoming impression</p> <p>Policy C8 C10: The Neighbourhood Plan will support proposals that enhance the gateways and arrival points into the town at:</p> <ul style="list-style-type: none"> • Sevenoaks station / Station Square; • Otford Road; • Seal Road; • Tonbridge Road; • Bradbourne Vale Road; • Bat and Ball junction and station; • The junction of Seal Road with Greatness Lane and Hospital Road; • The Vine; • London Road / High Street junction; and • London Road / Pembroke Road junction. <p>Proposals should respond to local character and where appropriate conserve and enhance heritage assets and their settings</p>
LIX	46	Section 4.3 Landscape	<p>THEME TWO: LANDSCAPE AND GREEN INFRASTRUCTURE</p>	<p>THEME TWO: LANDSCAPE AND BLUE AND GREEN INFRASTRUCTURE</p> <p>Objective Four: To protect and enhance blue and green infrastructure, enhance biodiversity and respond to climate change</p>

			<p><u>Policy L1: Proposals for new development should whenever possible and using best endeavours, deliver a net gain in biodiversity retaining natural features that support wildlife, establishing ecological networks and including new habitats that respond to the local context and the character of the site. New planting and landscapes should respond to the wider landscape through use of native species that support greater biodiversity</u></p> <p><u>There are a number of nationally and locally designated wildlife sites within the Neighbourhood Plan area including Sevenoaks Wildlife Reserve and Knole Park (both designated as Sites of Special Scientific Interest) however wildlife is not confined to these sites but is found throughout the Neighbourhood Plan area. Access to the natural environment and to areas of high biodiversity can have a positive impact on health and well being and this has been particularly recognised through the Covid pandemic with almost nine in ten adults surveyed in England reporting that being in nature makes them very happy and nearly three quarters of adults reporting that they were concerned about biodiversity loss in England (People and Nature Survey, Natural England, 2020).</u></p> <p><u>When considering and designing new development applicants are encouraged to consider from the outset how they can enhance biodiversity. Wherever possible existing natural features including trees, hedgerows, ponds ditches and watercourses should be retained (refer also to Aim L3 and Policy L4) and new habitats and opportunity for wildlife designed into the new development. This may include new planting and trees (with native species preferred), living roofs and walls, inclusion of bat boxes, bird boxes and bug hotels and ponds and wetland areas.</u></p> <p><u>Applicants are encouraged to utilise biodiversity metric tools (for instance those developed by Natural England) to calculate biodiversity net gains.</u></p> <p><u>Providing links between habitats that allow wildlife to move freely is important and should also be considered; for instance provision of gaps in boundary walls and fences enables hedgehogs to travel easily from one garden to another to forage for food or look for shelter.</u></p>
LX	Section 4.3 Landscape		<p><u>Policy L2: New development will be expected to manage surface water to minimise flood risk and flows to watercourses. Development proposals should normally incorporate sustainable urban drainage (SuDs) as an integral part of the landscape structure</u></p> <p><u>Where practicable SuDs should be positively designed into schemes from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands and can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development</u></p>

LXI	46	Section 4.3 Landscape	<p>Development proposals will be expected to provide appropriate drainage infrastructure in order not to overbear the existing network and to avoid difficulties with local water supplies, sewerage and sewage treatment, and waste disposal.</p> <p>Flooding can cause serious damage and have devastating effects. The main source of flooding in the Neighbourhood Plan area is the River Darent which flows through northern Sevenoaks. Climate change and more extreme weather situations could increase the risk of flooding in the future. Surface water run off from development can exacerbate the risk of flooding by increasing the run off from land to water courses.</p> <p>The provision of green infrastructure, particularly along rivers, and the inclusion of sustainable drainage techniques can all help to slow the flow of water, and reduce the risk of flooding. Sustainable Drainage Systems (SuDS) can make a real difference to flood risk by managing the quantity of surface water run-off from development and prevent sudden water level rises following heavy rain.</p> <p>SuDs should be positively designed into larger development proposals from the outset as public realm features. These features can include ponds, infiltration basins, swales/rain gardens and wetlands as they:</p> <ul style="list-style-type: none"> • Help manage the risk of flooding and climate change; • Reduce demand on the sewer network; • Manage some pollutants and improve the quality of water going back into the environment; and • Can make a positive contribution to the biodiversity, character, appearance and sustainable performance of development. <p>Smaller development proposals should also consider how to minimise surface water run off and use permeable paving and planting to assist this.</p>
LXII	46	Section 4.3 Landscape	<p>Objective Four: To recognise the significant contribution that trees and hedgerows make to the town's character and biodiversity</p> <p>Aim L1: The Town Council will identify areas where trees and hedgerows make a significant contribution to local character and biodiversity*</p> <p>Policy L2: Wherever possible, existing trees and hedgerows must be retained and protected as part of development proposals. Proposals to remove trees and hedgerows must be justified and any trees or hedgerows lost through development should be replaced. New tree and hedgerow provision should be of a species that is both suitable for the location and responds to the character and biodiversity of the site within which it is located</p>
LXIII	47	Section 4.3 Landscape	<p>Objective Five: To protect, improve and enhance access to existing publicly accessible open spaces and create new publicly accessible open spaces and green</p>

LXIV	47	Section 4.3 Landscape	<p>green infrastructure</p> <p>Policy L3: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered as a pre-cursor to any residential development on the site</p> <p>The Neighbourhood Plan will support the provision of new, high quality, publicly accessible, open space.</p> <p>The most significant opportunity for new open space is located on the Tarmac Ltd. site in the north of the town where gravel is being extracted. This was identified in the Northern Sevenoaks Masterplan (refer to Policy D2). The site is located directly to the north of Greatness Recreation Ground and covers approximately 100 hectares. Gravel extraction on this site is set to complete in the coming years and the site will then be returned to public use by 2030 / 2032. Extraction of the gravel will result in a remodelling of the land and the existing lake will move towards the north-east quadrant of the site.</p> <p>When the gravel extraction is completed the site will offer a significant opportunity to create new recreational open space for northern Sevenoaks. An existing public right of way extends through the land and connects northwards to Otford. There will be potential to establish a network of walking and cycling routes that will open up access to the site from surrounding areas including Greatness, Seal and Bat and Ball. The new lake could be used for water sports.</p> <p>The new open space must be delivered as part of an integrated 'Green Infrastructure Strategy' for the area with strong physical and visual links to Greatness Recreation Ground and walking routes to Millpond Wood and the Sevenoaks Wildlife Reserve.</p> <p>The site also contains a number of historic buildings including a former oast house. Subject to further investigation, it is anticipated that they can be brought back into active use for the benefit of the local community. The funding of new open space and recreational facilities may be dependent on enabling development.</p> <p>The site is currently designated as Green Belt and is partly located within Seal Parish.</p> <p>Aim L4: The Town Council will work with and support Kent Wildlife Trust to enhance access to the Sevenoaks Wildlife Reserve and improve 'on-site' facilities*</p>	<p>infrastructure</p> <p>Policy L5: The Neighbourhood Plan supports the development of new public open space and leisure opportunities in the town. This includes new public open space, community use and leisure opportunities at the Tarmac Ltd. site in Greatness when gravel extraction has been completed. This space must be delivered as a pre-cursor to any residential development on the site</p> <p>The Neighbourhood Plan will support the provision of new, high quality, publicly accessible, open space.</p> <p>The most significant opportunity for new open space is located on the Tarmac Ltd. site in the north of the town where gravel sand is being extracted. This was identified in the Northern Sevenoaks Masterplan (refer to Policy D2). The site is located directly to the north of Greatness Recreation Ground and covers approximately 100 hectares. Gravel Sand extraction on this site is set to complete in the coming years and the site will then be returned to public use by 2030 / 2032. Extraction of the gravel sand will result in a remodelling of the land and the existing lake will move towards the north-east quadrant of the site.</p> <p>When the gravel sand extraction is completed the site will offer a significant opportunity to create new recreational open space for northern Sevenoaks. An existing public right of way extends through the land and connects northwards to Otford. There will be potential to establish a more extensive network of walking and cycling routes that will open up access to the site from surrounding areas including Greatness, Seal and Bat and Ball. The new lake could be used for water sports.</p> <p>The new open space must be delivered as part of an integrated 'Green Infrastructure Strategy' for the area with strong physical and visual links to Greatness Recreation Ground and walking routes to Millpond Wood and the Sevenoaks Wildlife Reserve.</p> <p>The site also contains a number of historic works buildings including a locally listed former oast house. Subject to further investigation, it is anticipated that they can be brought back into active use for the benefit of the local community. The funding of new open space and recreational facilities may be dependent on enabling development.</p> <p>The site is currently designated as Green Belt and is partly located within Seal Parish.</p> <p>Aim L6: The Town Council will work with and support Kent Wildlife Trust to enhance access to the Sevenoaks Wildlife Reserve and improve 'on-site' facilities*</p>
------	----	--------------------------	--	--

LXV	49	Section 4.3 Landscape	<p>Para 2 The Reserve provides a wonderful tranquil environment, however, walks are linear and there are currently no opportunities to take a circular route through the area, which would appeal to many people. The introduction of a circular walk is supported as a first step in improving the Reserve. A new route would join the paths that run to the north and south of the East Lake — the Reserve's largest body of water.</p> <p>Aim L5: The Town Council will support improvement and restoration proposals for Bradbourne Lakes developed in consultation with the local community*</p>	<p>Para 2 The Reserve provides a wonderful tranquil environment, however, walks are linear and there are currently no opportunities to take a circular route through the area, which would appeal to many people. The introduction of a circular walk is supported as a first step in improving the Reserve. A new route would join the paths that run to the north and south of the East Lake — the Reserve's largest body of water. In 2020 the Wildlife Trust introduced a circular walk which enhances the appeal of the Reserve further for walkers.</p> <p>Aim L5: The Town Council will support improvement and restoration proposals for Bradbourne Lakes developed in consultation with the local community*</p>
LXVI	49	Section 4.3 Landscape	<p>Policy L6: The Town Council will support the provision of additional allotments in the town at Bradbourne Vale Road and will protect those on the Quakers Hill, Lane site</p>	<p>Policy L6: The Town Council will support the provision of additional allotments in the town at Bradbourne Vale Road and will protect those on the Quakers Hill, Lane site</p>
LXVII	50	Section 4.4 Movement	<p>THEME THREE: MOVEMENT AND PUBLIC REALM</p> <p>Objective Six: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network</p> <p>Objective Seven: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car</p>	<p>THEME THREE: MOVEMENT AND PUBLIC REALM</p> <p>Objective Six: To work with the District Council, and Kent County Council, in consultation with neighbouring Parish Councils, to identify a long-term strategic approach to transport in Sevenoaks to respond to and mitigate any impacts of new development on the existing network</p> <p>Objective Seven: To promote a co-ordinated approach to transport and movement that encourages use of sustainable transport modes, including walking and cycling, and reducing pollution levels, whilst ensuring that the centre is still accessible by car</p>
LXVIII	50	Section 4.4 Movement	<p>Policy M1: The Neighbourhood Plan promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town</p>	<p>Policy M1: The Neighbourhood Plan promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town</p> <p>Kent County Council have prepared a Rights of Way Improvement Plan (ROWIP) for the County. One of the ROWIP's key themes is evolution of the network to achieve the objective of a modal shift to cycling and walking to, amongst other things, reduce road air pollution.</p> <p>The Town Council will work with KCC's Public Rights of Way and Access Service to improve and enhance the network of public rights of way within Sevenoaks.</p> <p>In particular the Town Council will support initiatives that reduce these barriers to pedestrian and cycle movement and will promote new routes that provide safer streets and convenient access to schools and other community assets.</p>
LXIX	51	Section 4.4 Movement	<p>Para 3 The Town Council will support initiatives that reduce these barriers to pedestrian and cycle movement and will promote new routes that provide safer streets and convenient access to schools and other community assets.</p> <p>Policy M2: The Neighbourhood Plan supports the Sevenoaks District Cycling Strategy and provision of additional cycle facilities to support new development</p>	<p>Policy M2: The Neighbourhood Plan supports the Sevenoaks District Cycling Strategy and provision of additional cycle facilities to support new development</p> <p>The Town Council will promote the development and implementation of the</p>

LXX	52 / 53	Section 4.4 Movement	<p>strategy and any updating that may be required to reflect other changes in the town.</p> <p>The Town Council will work with the District Council to encourage increased provision for cyclists and with Kent County Council PROW and Access Service and Kent Highways and Transportation to upgrade the status of public footpaths or convert them to cycleways, where appropriate, and progress the delivery of cycle routes in the town.</p> <p>Policy M6: The Town Council will progress proposals to refurbish Bat and Ball station and improve access to the station</p> <p>Para 4 Furthermore, the Town Council is currently progressing the construction of a new Community Centre to the west of Bat and Ball station. Pedestrian access to the western station platform has been recently delivered through the Community Centre site. This improves accessibility to the station, which was formerly only accessed from the eastern platform. The Town Council will also support any further improvements to the station including provision of real time information on trains and bus services.</p> <p>Aim M10: The Town Council will work with the District Council, and Kent County Council to ensure that, wherever possible, HGV movements are directed away from the town centre*</p> <p>Heavy goods vehicles passing through Sevenoaks town centre detract from the environment and increase air pollution. Many of these vehicles do not stop in the centre and should be directed to remain on the strategic road network.</p>
LXXI	54	Section 4.4 Movement	<p>Para 3 The Town Council will work with the District Council to encourage increased provision for cyclists.</p> <p>Policy M6: The Town Council will progress proposals to refurbish Bat and Ball station and improve access to the station</p> <p>Para 4 Furthermore, the Town Council is currently progressing the construction of a new Community Centre to the west of Bat and Ball station. Pedestrian access to the western station platform has been recently delivered through the Community Centre site. This improves accessibility to the station, which was formerly only accessed from the eastern platform. The Town Council will also support any further improvements to the station including provision of real time information on trains and bus services.</p> <p>Objective Eight: To deliver public realm enhancements to improve the pedestrian experience in the town</p> <p>Policy M10: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre</p> <p>Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres</p> <p>The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres</p> <p>Aim M11: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian experience in the town</p> <p>Objective Nine: To deliver public realm enhancements to improve the pedestrian experience in the town</p> <p>Policy M11: The Neighbourhood Plan supports proposals for public realm improvements within the town centre particularly linking key town centre destinations. Such improvements should be part of a town centre-wide strategy to help improve the pedestrian experience in the town centre and should be informed by the character and heritage assets within an area</p> <p>Where appropriate, the Neighbourhood Plan will support innovative proposals, such as shared surfaces, to improve the pedestrian environment and reduce the impact of traffic in both the town and neighbourhood centres</p> <p>The Neighbourhood Plan supports the removal of street clutter including unnecessary street furniture and the adoption of a co-ordinated palette of materials and street furniture for the town and neighbourhood centres</p> <p>Aim M12: The Town Council will identify locations across the town where repairs and improvements to paths and pavements are required to improve the pedestrian experience in the town</p>

LXXII	56	Section 4.5 Local Economy	<p>pedestrian environment*</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Nine: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre</p> <p>Sevenoaks has a high proportion of micro and small businesses and, despite fewer start-ups than the national average, the business survival rates are high. With office rents rising and vacancy levels falling it is important to create the conditions to allow small businesses to flourish.</p> <p>Higher level planning policy states that the sustainable development of the district's economy will be supported by the development of start-up units for small businesses in suitable locations, together with improvements to information and communications technology to facilitate more flexible working practices. Potential hubs for small businesses could be established as part of development of sites. A central business hub in the town centre could provide a stimulating and energising environment for start-up businesses offering space for meetings, encouraging collaboration and networking and providing support and advice.</p> <p>Encouraging and enabling more people to work within the town is good for the local economy, helps to support other businesses and services in the town and reduces the need to travel which delivers wider environmental benefits.</p>	<p>pedestrian environment*</p> <p>Additional para 2 The Covid pandemic has highlighted the importance of walking to people's health and well-being and increased the importance of delivering against this objective.</p> <p>Additional para 6 Proposals will need to balance the needs of vehicular movements with an enhanced pedestrian environment.</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Nine Ten: To support local businesses and retailers and encourage a more collaborative and entrepreneurial business environment in the centre</p> <p>Sevenoaks has a high proportion of micro and small businesses and, despite fewer start-ups than the national average, the business survival rates are high. With office rents rising and vacancy levels falling it is important to create the conditions to allow small businesses to flourish.</p> <p>Higher level District Council planning policy states that the sustainable development of the district's economy will be supported by the development of start-up units for small businesses in suitable locations, together with improvements to information and communications technology to facilitate more flexible working practices. Potential hubs for small businesses could be established as part of development of sites. A central business hub in the town centre could provide a stimulating and energising environment for start-up businesses offering space for meetings, encouraging collaboration and networking and providing support and advice.</p> <p>The Town Council has established a business hub on its site on Bradbourne Vale Road where desks can be rented on a flexible basis to provide affordable space as an alternative to working from home or renting serviced office space. Post Covid changing work patterns may make these sort of facilities increasingly popular avoiding the need to travel whilst also providing a more sociable and collaborative alternative to working from home.</p> <p>Encouraging and enabling more people to work within the town is good for the local economy, helps to support other businesses and services in the town and reduces the need to travel which delivers wider environmental benefits.</p>
LXXIII	57	Section 4.5 Local Economy	<p>pedestrian environment*</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Ten: To consolidate and enhance both the town centre and secondary shopping areas</p> <p>Policy E4: Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer</p>	<p>pedestrian environment*</p> <p>THEME FOUR: LOCAL ECONOMY</p> <p>Objective Ten Eleven: To consolidate and enhance both the town centre and secondary shopping areas</p> <p>Policy E4: Support will be given to the retention and development of indoor and outdoor markets and encouragement to the diversification of their offer</p>

LXXIV	58	Section 4.6 Community	<p>Markets are an attractive draw for town centres and the provision of specialist markets (particularly a farmers' market) were supported by the public throughout the consultation on the Neighbourhood Plan. The town's two markets (the general market on Wednesday and charter market on the High Street on Saturday) are operated by the Town Council. The Council will work with stall-holders to develop proposals to expand provision and diversify the offer.</p> <p>THEME FIVE: COMMUNITY AND CULTURE</p> <p>Objective Eleven: To deliver enhanced community assets for the town</p> <p>Policy COM1: Proposals for a new Community Centre at Bat and Ball station will be progressed by the Town Council</p> <p>The Town Council is currently progressing construction of a new Bat and Ball Community Centre to the west of Bat and Ball station. This will include a large event space, a small hall, meeting room, kitchen area, and public toilets. There is also a separate nursery on the site.</p> <p>The new centre will be directly accessible from the new access recently opened to the western platform of Bat and Ball station. This helps to satisfy the priority objective in the Sevenoaks District Transport Strategy to improve public transport interchange facilities.</p>	<p>There has been a market in Sevenoaks since the 13th Century and Sevenoaks' markets are an attractive draw for town centres. and the The provision of specialist markets (particularly a farmers' market) were supported by the public throughout the consultation on the Neighbourhood Plan. The town's two markets (the general market on Wednesday and charter market on the High Street on Saturday) are operated by the Town Council. The Council will work with stall-holders to develop proposals to expand provision and diversify the offer.</p> <p>THEME FIVE: COMMUNITY AND CULTURE</p> <p>Objective Eleven Twelve: To deliver enhanced community assets for the town</p> <p>Policy COM1: Proposals for a new Community Centre at Bat and Ball station will be progressed by the Town Council</p> <p>The Town Council is currently progressing recently completed construction of a new Bat and Ball Community Centre to the west of Bat and Ball station. This will include This includes a large event space, a small hall, meeting room, kitchen area, and public toilets. There is also a separate nursery on the site.</p> <p>The new centre will be is directly accessible from the new access recently opened to the western platform of Bat and Ball station. This helps to satisfy the priority objective in the Sevenoaks District Transport Strategy to improve public transport interchange facilities (refer to Appendix B).</p> <p>There will be continued support for the regeneration of northern Sevenoaks following the Town Council's initial substantial (over £5 million) investment into the area on facilities including the Bat & Ball centre, and Bat and Ball station refurbishment and access improvements.</p> <p>Policy COM2: Promote new health and education provision, faith facilities and other necessary community infrastructure as an integral part of new development</p> <p>Development proposals that generate a requirement for new or improved physical, social and green infrastructure must provide this as an integral part of any planning application.</p> <p>The Neighbourhood Plan provides a long-term strategy for Sevenoaks and identifies development opportunities including the potential for approximately 1,000 new homes in Northern Sevenoaks of which approximately 600 homes, together with a significant new open space will be at the Greatness Quarry site (refer to Northern Sevenoaks Masterplan and to Policy D2). These new homes will require supporting infrastructure and in particular health care, schools provision and other community infrastructure including space for faith groups.</p> <p>The Town Council will work with the District and County Councils, and also with health providers, to ensure that this community infrastructure is provided.</p>
LXXV	58	Section 4.6 Community	<p>Markets are an attractive draw for town centres and the provision of specialist markets (particularly a farmers' market) were supported by the public throughout the consultation on the Neighbourhood Plan. The town's two markets (the general market on Wednesday and charter market on the High Street on Saturday) are operated by the Town Council. The Council will work with stall-holders to develop proposals to expand provision and diversify the offer.</p> <p>THEME FIVE: COMMUNITY AND CULTURE</p> <p>Objective Eleven: To deliver enhanced community assets for the town</p> <p>Policy COM1: Proposals for a new Community Centre at Bat and Ball station will be progressed by the Town Council</p> <p>The Town Council is currently progressing construction of a new Bat and Ball Community Centre to the west of Bat and Ball station. This will include a large event space, a small hall, meeting room, kitchen area, and public toilets. There is also a separate nursery on the site.</p> <p>The new centre will be directly accessible from the new access recently opened to the western platform of Bat and Ball station. This helps to satisfy the priority objective in the Sevenoaks District Transport Strategy to improve public transport interchange facilities.</p>	<p>There will be continued support for the regeneration of northern Sevenoaks following the Town Council's initial substantial (over £5 million) investment into the area on facilities including the Bat & Ball centre, and Bat and Ball station refurbishment and access improvements.</p> <p>Policy COM2: Promote new health and education provision, faith facilities and other necessary community infrastructure as an integral part of new development</p> <p>Development proposals that generate a requirement for new or improved physical, social and green infrastructure must provide this as an integral part of any planning application.</p> <p>The Neighbourhood Plan provides a long-term strategy for Sevenoaks and identifies development opportunities including the potential for approximately 1,000 new homes in Northern Sevenoaks of which approximately 600 homes, together with a significant new open space will be at the Greatness Quarry site (refer to Northern Sevenoaks Masterplan and to Policy D2). These new homes will require supporting infrastructure and in particular health care, schools provision and other community infrastructure including space for faith groups.</p> <p>The Town Council will work with the District and County Councils, and also with health providers, to ensure that this community infrastructure is provided.</p>

LXXVI	60	Section 4.6 Community	<p>Initial discussions have been held to consider the potential to provide a new primary school on land adjacent to Knole Academy, together with key worker accommodation.</p> <p>Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy</p> <p>Para 2 The Town Council has recently working worked with Sevenoaks District and Kent County Council officers, local artists and designers and managers from cultural institutions, to prepare an arts and cultural strategy for the town. This promotes a number of spatial and non-spatial initiatives which include:</p> <p>Final para This Neighbourhood Plan will support development proposals that come forward, which help to deliver the spatial proposals included in the Sevenoaks Cultural Strategy 'Sevenoaks A Thriving Cultural Town'. This strategy is set out in Appendix B to this Neighbourhood Plan.</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.</p> <p>All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.</p> <p>The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy</p> <p>Para 3 The Sevenoaks Town Sports Strategy sets out a long-term strategy for future sports provision in the town. It was prepared in 2015 by the Town Council in close consultation with local sports organisations and the community and promotes enhancements and improvements to existing facilities at The Vine, Hollybush Recreation Ground and Park, Knole Paddock, Greatness Recreation Ground and the Sencio Leisure Centre.</p>	<p>discussions have been held to consider the potential to provide a new primary school at the Greatness Quarry site or on land adjacent to Knole Academy, together with key worker accommodation.</p> <p>Objective Twelve <u>Thirteen</u>: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy</p> <p>Para 2 The Town Council has recently working worked with Sevenoaks District and Kent County Council officers, local artists and designers and managers from cultural institutions, to prepare an arts and cultural strategy for the town. This promotes a number of spatial and non-spatial initiatives, which include:</p> <p>Final para This Neighbourhood Plan will support development proposals that come forward, which help to deliver the spatial proposals included in the Sevenoaks Cultural Strategy 'Sevenoaks A Thriving Cultural Town'. This strategy is set out in Appendix B <u>C</u> to this Neighbourhood Plan.</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen <u>Fourteen</u>: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.</p> <p>All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.</p> <p>The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy</p> <p>Para 3 The Sevenoaks Town Sports Strategy (Appendix D) sets out a long-term strategy for future sports provision in the town. It was prepared in 2015 by the Town Council in close consultation with local sports organisations and the community and promotes enhancements and improvements to existing facilities at The Vine, Hollybush Recreation Ground and Park, Knole Paddock, Greatness Recreation Ground and the Sencio Leisure Centre.</p>
LXXVII	62	Section 4.7 Sports	<p>Initial discussions have been held to consider the potential to provide a new primary school on land adjacent to Knole Academy, together with key worker accommodation.</p> <p>Objective Twelve: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy</p> <p>Para 2 The Town Council has recently working with Sevenoaks District and Kent County Council officers, local artists and designers and managers from cultural institutions, to prepare an arts and cultural strategy for the town. This promotes a number of spatial and non-spatial initiatives which include:</p> <p>Final para This Neighbourhood Plan will support development proposals that come forward, which help to deliver the spatial proposals included in the Sevenoaks Cultural Strategy 'Sevenoaks A Thriving Cultural Town'. This strategy is set out in Appendix B to this Neighbourhood Plan.</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.</p> <p>All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.</p> <p>The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy</p> <p>Para 3 The Sevenoaks Town Sports Strategy sets out a long-term strategy for future sports provision in the town. It was prepared in 2015 by the Town Council in close consultation with local sports organisations and the community and promotes enhancements and improvements to existing facilities at The Vine, Hollybush Recreation Ground and Park, Knole Paddock, Greatness Recreation Ground and the Sencio Leisure Centre.</p>	<p>discussions have been held to consider the potential to provide a new primary school at the Greatness Quarry site or on land adjacent to Knole Academy, together with key worker accommodation.</p> <p>Objective Twelve <u>Thirteen</u>: To develop and promote a cultural quarter in the town centre and to enhance the town's cultural offer and improve access to existing cultural assets</p> <p>Policy COM3: The Town Council will promote the development of a cultural quarter in the town centre together with an arts and cultural strategy</p> <p>Para 2 The Town Council has recently working worked with Sevenoaks District and Kent County Council officers, local artists and designers and managers from cultural institutions, to prepare an arts and cultural strategy for the town. This promotes a number of spatial and non-spatial initiatives, which include:</p> <p>Final para This Neighbourhood Plan will support development proposals that come forward, which help to deliver the spatial proposals included in the Sevenoaks Cultural Strategy 'Sevenoaks A Thriving Cultural Town'. This strategy is set out in Appendix B <u>C</u> to this Neighbourhood Plan.</p> <p>THEME SIX: SPORTS AND RECREATION</p> <p>Objective Thirteen <u>Fourteen</u>: To deliver enhanced recreational and sports facilities for the town</p> <p>Policy S1: The Neighbourhood Plan will support the provision of new sports facilities across the town including the provision of new sports / watersports facilities at the Tarmac Ltd. site at Greatness, which will be required to be delivered either in advance of, or in parallel with, new homes on this site.</p> <p>All new sports facilities must adhere to sports governing body guidance for a particular sport (including schools) and should be developed with community access agreements.</p> <p>The provision of new facilities, and enhancements and improvements to existing sports facilities across the town, will be delivered in line with the Sevenoaks Town Sports Strategy</p> <p>Para 3 The Sevenoaks Town Sports Strategy (Appendix D) sets out a long-term strategy for future sports provision in the town. It was prepared in 2015 by the Town Council in close consultation with local sports organisations and the community and promotes enhancements and improvements to existing facilities at The Vine, Hollybush Recreation Ground and Park, Knole Paddock, Greatness Recreation Ground and the Sencio Leisure Centre.</p>

LXXVIII	64	Section 4.8 Development	<p>Para 7</p> <p>The Town Council will continue to update the Sports Strategy document over the life of this Plan to reflect changing circumstances. The current version can be accessed on the Neighbourhood Plan website at https://sevenoaksndp.wordpress.com/</p> <p>Para 9</p> <p>The network of public rights of way in Sevenoaks also offer a resource for recreation and leisure and increased mental and physical well-being. Refer also to Neighbourhood Plan Policies M1, M2 and M3.</p> <p>Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people</p> <p>The Sevenoaks Open Space Study (2018) identified that many parts of the Neighbourhood Plan area are deficient in terms of provision for children and young people. Furthermore in many places the equipment is not challenging enough, not in keeping with the character of an area and play areas lack trees or landscape that provide character or shading.</p> <p>With an increase in obesity amongst children nationwide and obese children being twice as likely to become obese adults providing play and other recreational facilities that are interesting and challenging and that draw children and young people away from more sedentary activities is of great importance.</p> <p>THEME SEVEN: DEVELOPMENT AND HOUSING</p> <p>Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land</p> <p>Policy D1: Development to be promoted on sustainable sites. Sites include:</p> <ul style="list-style-type: none"> • Community Centre, Bat and Ball*; • Travis Perkins, Bat and Ball; • Cramptons Road, Water Works; • Carpetright / Wickes, Offord Road; • Sevenoaks Gasholder Station; • Bat and Ball Enterprise Centre; • Tarmac Ltd. site, Greatness; • Sevenoaks station and surrounding area; • Edwards Electrical, High Street; • Buckhurst Lane sites; • Post Office / BT Exchange; • Town Council offices, Bradbourne Vale Road* ; and • Adult Education site, Bradbourne Road.
LXXVIII	64	Section 4.8 Development	<p>Para 7</p> <p>The Town Council will continue to update the Sports Strategy document over the life of this Plan to reflect changing circumstances. The current version can be accessed on the Neighbourhood Plan website at https://sevenoaksndp.wordpress.com/</p> <p>Additional para 9</p> <p>The network of public rights of way in Sevenoaks also offer a resource for recreation and leisure and increased mental and physical well-being. Refer also to Neighbourhood Plan Policies M1, M2 and M3.</p> <p>Policy S2: The Neighbourhood Plan will support the provision of new and enhanced play and outdoor sports and recreational facilities for children and young people</p> <p>The Sevenoaks Open Space Study (2018) identified that many parts of the Neighbourhood Plan area are deficient in terms of provision for children and young people. Furthermore in many places the equipment is not challenging enough, not in keeping with the character of an area and play areas lack trees or landscape that provide character or shading.</p> <p>With an increase in obesity amongst children nationwide and obese children being twice as likely to become obese adults providing play and other recreational facilities that are interesting and challenging and that draw children and young people away from more sedentary activities is of great importance.</p> <p>THEME SEVEN: DEVELOPMENT AND HOUSING</p> <p>Objective Fourteen: To promote high quality development that enhances the town and consolidates vacant or under-utilised land</p> <p>Policy D1: Development to be promoted on sustainable sites. Sites include:</p> <ul style="list-style-type: none"> • Community Centre, Bat and Ball*; • Travis Perkins, Bat and Ball; • Cramptons Road, Water Works; • Carpetright / Wickes, Offord Road; • Sevenoaks Gasholder Station; • Bat and Ball Enterprise Centre; • Tarmac Ltd. site, Greatness; • Sevenoaks station and surrounding area; • Edwards Electrical, High Street; • Buckhurst Lane sites; • Post Office / BT Exchange; • Town Council offices, Bradbourne Vale Road* ; and • Adult Education site, Bradbourne Road.

Policy D1: The Neighbourhood Plan recognises that there are sites that may come forward for development, either as windfall or through allocation in the Local Plan, that have potential to deliver benefits that should be secured through the design, layout and use of each site. Planning applications on the following vacant and under-utilised sites within the Neighbourhood Plan area should demonstrate that they will deliver the relevant benefits set out below, in addition to other requirements set out in the Local Plan:

1. Bat and Ball Centre, Bat and Ball*

- Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storeys;
- A southern access and entrance to Bat and Ball station; and
- A building layout that would facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station.

2. Travis Perkins, Bat and Ball

- A longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford (outside of the Neighbourhood Plan area) and redevelop the site with mixed-use development within compact blocks of up to four storey height;
- Removal of the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area; and
- Improved access towards Bat and Ball station and better animation of the streets in the area.

3. Cramptons Road, Water Works

- Potential for residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project;
- Layout must retain access to the water treatment works to the north of the site. The layout of development should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to Bat and Ball station; and
- The scale and massing of development should respond to the lower scale properties to the west of the site.

4. Carpetright / Wickes, Otford Road

- Relocate existing uses northwards to the Vestry Industrial Estate where they are more appropriate;
- Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes;
- Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments); and
- Respond positively with proposals for the adjacent gasholder station site (Site 5).

	<p><u>5. Sevenoaks Gasholder Station</u></p> <ul style="list-style-type: none"> • <u>Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks;</u> • <u>A development layout that provides positive frontages to streets and retains fronts onto and overlooks the pedestrian path (a public right of way) that connects Cramptons Road with Otford Road through the site; and</u> • <u>A scale and massing that responds to the context (i.e. two-storey buildings on Cramptons Road but with potential for four storeys on Otford Road).</u> <p><u>6. Bat and Ball Enterprise Centre</u></p> <ul style="list-style-type: none"> • <u>Longer term opportunity to change this area close to Bat and Ball station to mixed-use;</u> • <u>Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes (from Queens Drive) that are overlooked by new development;</u> • <u>Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road; and</u> • <u>Buildings could be up to four storeys in this location.</u> <p><u>7. Sevenoaks station and surrounding area</u></p> <ul style="list-style-type: none"> • <u>Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town;</u> • <u>There are notable views down London Road towards the Kent Downs AONB to the north and any development should respond sensitively to this setting;</u> • <u>Scale of buildings to be typically four to six storey. There may be potential for a taller building to mark the station; and</u> • <u>Opportunity to reconsider transport interchange and public realm treatment at the station.</u> <p><u>8. Edwards Electrical, High Street</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located immediately to the south of, and adjacent to, the Vine Conservation Area);</u> • <u>Development should respond to the character of the existing streetscape both in terms of materials, design language and height and massing — two / three storeys is appropriate;</u> • <u>Development should provide a positive and active frontage to the High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form; and</u> • <u>Potential for mews houses to the rear of the site.</u>

<p><u>9. Buckhurst Lane (Suffolk Way) sites</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located on the edge of the Sevenoaks High Street Conservation Area) and development will need to respond to the historic development pattern, materials and character of the area;</u> • <u>Access will need to be maintained to service yards of properties on High Street;</u> • <u>Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane;</u> • <u>Scale and massing of development to respond to the existing context;</u> • <u>Development should front streets whilst concealing existing service yards from public view; and</u> • <u>Pedestrian connections through the area to be retained and any trees that are removed to be replaced.</u> 	
<p><u>10. Post Office / BT Exchange</u></p> <ul style="list-style-type: none"> • <u>Development proposals to respond to heritage sensitivities (the site is located adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre);</u> • <u>The site is located on elevated ground with land dropping away to the south and development is likely to be highly visible from a number of locations. The height and massing needs to be carefully considered and modelled;</u> • <u>Potential to re-establish the primacy of London Road through development providing active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey;</u> • <u>Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses;</u> • <u>Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road;</u> • <u>Potential for public realm enhancement to South Park; and</u> • <u>A comprehensive scheme should be prepared but could be delivered as two independent phases (Post Office and BT Building).</u> 	
<p><u>11. Town Council offices, Bradbourne Vale Road*</u></p> <ul style="list-style-type: none"> • <u>Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear;</u> • <u>Development up to three storeys; and</u> • <u>Potential to relocate existing office space to the Community Centre site at Bat and Ball station.</u> 	
	<p><u>12. Adult Education site, Bradbourne Road</u></p> <ul style="list-style-type: none"> • <u>Potential for sensitive residential conversion of the locally listed college building which maintains the integrity of the existing building.</u>

		<p>Development on these sites will follow the urban design principles set out in this Neighbourhood Plan. Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life</p> <p>These sites have been identified from existing site allocations, survey work undertaken as part of this Neighbourhood Plan and the Northern Sevenoaks Masterplan.</p> <p>The Tarmac Ltd. site at Greatness is within the Green Belt. All other sites are located within the Sevenoaks Urban Area.</p> <p>However, the Sevenoaks District Council's Green Belt Assessment (prepared by Arup) identifies part of the Tarmac Ltd. site as: 'Weak performing Green Belt.' Any development on this site would be dependent on the successful removal of the site from the Green Belt and emerging Exceptional Circumstances Policy.</p> <p>It is important to plan positively for the achievement of high quality and inclusive design. To achieve this, the Neighbourhood Plan identifies urban design principles for each of the above development sites.</p>	<ul style="list-style-type: none"> • <u>Potential for a new build residential annex; this must be subservient to main college building in respect of its design and scale and massing; and</u> • <u>Existing mature trees and quality of landscape setting to be retained.</u> <p><u>Development on these sites will follow the urban design principles set out in this Neighbourhood Plan.</u> Developers will be encouraged to develop buildings constructed to the highest environmental standards to reduce carbon emissions through construction and later life</p> <p>These sites have been identified from existing site allocations, survey work undertaken as part of this Neighbourhood Plan and the Northern Sevenoaks Masterplan.</p> <p><u>The Tarmac Ltd. site at Greatness is within the Green Belt. All other sites are located within the Sevenoaks Urban Area.</u></p> <p><u>However, the Sevenoaks District Council's Green Belt Assessment (prepared by Arup) identifies part of the Tarmac Ltd. site as: 'Weak performing Green Belt.' Any development on this site would be dependent on the successful removal of the site from the Green Belt and emerging Exceptional Circumstances Policy.</u></p> <p>It is important to plan positively for the achievement of high quality and inclusive design. To achieve this, <u>the Neighbourhood Plan identifies urban design principles for each of the above development sites Policy D1 identifies the benefits that should be secured through the design, layout and use of each site should they be brought forward for development.</u></p> <p><u>The location of each site is indicated in Figure 4.7 and further detail on each of the sites is provided on the pages that follow.</u></p> <p><u>These principles are detailed on the following pages and include This includes:</u></p> <ul style="list-style-type: none"> • Existing features to be retained on-site including any buildings or landscape features / trees; • Environmental or heritage assets in the wider context that development would need to respond to; • <u>Proposed mix of uses on-site</u> The land uses that are considered appropriate on the site; • <u>The potential scale, height and massing of new buildings;</u> • <u>Development frontage / interface;</u> • <u>How development should respond to streets spaces and other features;</u> and • <u>Movement, connectivity, access and parking. and</u> • <u>Approximate development quantum.</u> <p><u>The Neighbourhood Plan is looking to the long term and it is recognised that for</u></p>
--	--	--	--

LXXIX	66	Section 4.8 Development	<p>In order to reduce the impact that development has on climate, developments should be built to the highest environmental standards with new homes meeting or exceeding the government's 'Future Homes Standard' and non-residential buildings aiming for BREAAAM excellent ratings.</p> <p>1. SEVENOAKS COMMUNITY CENTRE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Occupied by the Sevenoaks Community Centre, associated car parking and a tennis court. Immediate development potential <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Mixed-use allocation in the emerging Local Plan <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Adjacent uses — light industrial to the north; rail line to the south and east, busy road to the west Single point of access from the north-west corner Land is steeply sloping to the western boundary <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> New Community Centre, re-provision of the children's nursery Office space (approx. 300m²) Up to 25 residential apartments <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey Potential southern access and entrance to Bat and Ball station Building layout should facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station 	<p>some sites development is unlikely to be brought forward in the short to medium term. For some sites there is currently a policy presumption to retain employment in the Local Plan or an existing use that is unlikely to change at the current time.</p> <p>In order to reduce the impact that development has on climate, developments were development to be brought forward on any of the sites it should be built to the highest environmental standards with new homes meeting or exceeding the government's 'Future Homes Standard' and non-residential buildings aiming for BREAAAM excellent ratings.</p> <p>1. SEVENOAKS BAT AND BALL COMMUNITY CENTRE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Occupied by the Sevenoaks Community Centre New Bat and Ball Centre, associated car parking and a tennis court. MUGA recently delivered on the site. Immediate development potential <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Mixed-use allocation in the emerging Local Plan. No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Adjacent uses — light industrial to the north; rail line to the south and east, busy road to the west Single point of access from the north-west corner Land is steeply sloping to the western boundary The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Grave Pits SSSI (Sevenoaks Wildlife Reserve) <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> New Community Centre, re-provision of the children's nursery (COMPLETED) Office space (approx. 300m²) Up to 25 Residential apartments <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Mixed-use development accommodating community use, office use and residential dwellings within buildings of up to four storey Potential southern access and entrance to Bat and Ball station (DELIVERED) Building layout should facilitate enhanced access to Bat and Ball station and provide an arrival space in front of the new southern entrance to the station
LXXX	66	Section 4.8 Development	<p>2. TRAVIS PERKINS, BAT AND BALL</p> <p>EXISTING USE</p>	<p>2. TRAVIS PERKINS, BAT AND BALL</p> <p>EXISTING USE</p>

LXXXI	67	Section 4.8 Development	<ul style="list-style-type: none"> Light industry and builders' merchants <p>PLANNING STATUS</p> <ul style="list-style-type: none"> No allocation; however, policy presumption to retain employment use (Policy EMP1) <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Travis Perkins has recently expanded their operation on the site Numerous other businesses are located within the Sevenoaks Business Centre <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Office space Up to 127 residential apartments @ 100dph (dwellings per hectare) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford and redevelop the site with mixed-use development within compact blocks of up to four storey height Remove the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area Create improved access towards the station and better animation of the streets in the area 	<ul style="list-style-type: none"> Light industry and builders' merchants <p>PLANNING STATUS</p> <ul style="list-style-type: none"> No allocation; however, policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Travis Perkins has recently expanded their operation on the site Numerous other businesses are located within the Sevenoaks Business Centre The site is located within the Impact Risk Zone (IRZ) for <u>Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)</u> <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Office space Up to 127 Residential apartments @ 100dph (dwellings per hectare) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Longer term opportunity to relocate light industrial uses northwards to Vestry Industrial Estate / Otford <u>(outside of the Neighbourhood Plan area)</u> and redevelop the site with mixed-use development within compact blocks of up to four storey height Remove the conflict between the light industrial employment uses and residential accommodation within the Bat and Ball area Create improved access towards the station and better animation of the streets in the area
			<p>3. CRAMPTONS ROAD WATER WORKS</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Southern portion of the water treatment works (northern portion retained in operational use) Includes two vacant waterworks buildings and a residential property <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Residential site allocation in the existing and emerging Local Plan Allocated for Housing in ADMP - H1(b) Employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Existing homes which may impact on layout Access to water treatment works must be retained Access onto Cramptons Road is constrained Requires a comprehensive approach that responds to adjacent sites <u>The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)</u> 	<p>3. CRAMPTONS ROAD WATER WORKS</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Southern portion of the water treatment works (northern portion retained in operational use) Includes two vacant waterworks buildings and a residential property <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Residential site allocation in the existing and emerging Local Plan Allocated for Housing in ADMP - H1(b) Employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Existing homes which may impact on layout Access to water treatment works must be retained Access onto Cramptons Road is constrained Requires a comprehensive approach that responds to adjacent sites <u>The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)</u>

LXXXII	67	Section 4.8 Development	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Mix of residential houses and apartments — up to 126 dwellings @ 100dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project Development layout should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to the station Development form should respond to lower scale properties to the west <p>4. CARPETRIGHT / WICKES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Big box retail uses <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Site not allocated for development <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Site is adjacent to former gasholder station and ground remediation is likely to be required Comprehensive approach required that anticipates potential change on gasholder station site <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (85 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Relocate these uses northwards to the Vestry Industrial Estate where they are more appropriate Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments) Development proposal would work more effectively in conjunction with adjacent gasholder station site (Site 5) <p>5. SEVENOAKS GASHOLDER STATION</p> <p>EXISTING USE</p>	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Mix of residential houses and apartments — up to 126 dwellings @ 100dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project Development layout should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to the station Development form should respond to lower scale properties to the west <p>4. CARPETRIGHT / WICKES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Big box retail uses <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Site not allocated for development No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Site is adjacent to former gasholder station and ground remediation is likely to be required Comprehensive approach required that anticipates potential change on gasholder station site The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve) A public footpath extends along the site's eastern boundary <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (85 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Relocate these uses northwards to the Vestry Industrial Estate where they are more appropriate Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments) Development proposal would work more effectively in conjunction with adjacent gasholder station site (Site 5) <p>5. SEVENOAKS GASHOLDER STATION</p> <p>EXISTING USE</p>
LXXXIII	68	Section 4.8 Development	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Mix of residential houses and apartments — up to 126 dwellings @ 100dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project Development layout should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to the station Development form should respond to lower scale properties to the west <p>4. CARPETRIGHT / WICKES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Big box retail uses <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Site not allocated for development <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Site is adjacent to former gasholder station and ground remediation is likely to be required Comprehensive approach required that anticipates potential change on gasholder station site <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (85 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Relocate these uses northwards to the Vestry Industrial Estate where they are more appropriate Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments) Development proposal would work more effectively in conjunction with adjacent gasholder station site (Site 5) <p>5. SEVENOAKS GASHOLDER STATION</p> <p>EXISTING USE</p>	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Mix of residential houses and apartments — up to 126 dwellings @ 100dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station. With its proximity to shops and facilities it could be a suitable site for a co-housing project Development layout should facilitate a potential future pedestrian connection through Sevenoaks Business Centre to the station Development form should respond to lower scale properties to the west <p>4. CARPETRIGHT / WICKES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Big box retail uses <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Site not allocated for development No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Site is adjacent to former gasholder station and ground remediation is likely to be required Comprehensive approach required that anticipates potential change on gasholder station site The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve) A public footpath extends along the site's eastern boundary <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (85 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Relocate these uses northwards to the Vestry Industrial Estate where they are more appropriate Strengthen the residential character of the area and remove the conflict between the big box retail uses and existing homes Deliver buildings that create a positive frontage to Cramptons Road (houses) and Otford Road (apartments) Development proposal would work more effectively in conjunction with adjacent gasholder station site (Site 5) <p>5. SEVENOAKS GASHOLDER STATION</p> <p>EXISTING USE</p>

LXXXIV	68	Section 4.8 Development	<ul style="list-style-type: none"> Site of former gas works — gasholders were removed in 2018 <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Residential site allocation in the existing and emerging Local Plan <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Site remediation will be required Development opportunity is impacted by adjacent big box retail uses to the south Comprehensive approach required that anticipates potential change on adjacent sites <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (73 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks Development layout should provide positive frontages to streets and retain and front onto the pedestrian path that connects Cramptons Road with Otford Road through the site Scale and massing should respond to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road) 	<ul style="list-style-type: none"> Site of former gas works — gasholders were removed in 2018 <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Residential site allocation in the existing and emerging Local Plan Allocated for Housing in ADMP - H1 (C) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Site remediation will be required Development opportunity is impacted by adjacent big box retail uses to the south Comprehensive approach required that anticipates potential change on adjacent sites <u>The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)</u> <u>Public right of way extends across the site</u> <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential use: houses fronting Cramptons Road but potential for apartments fronting Otford Road (73 dwellings @ 75dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development close to Bat and Ball station that supports the regeneration of Northern Sevenoaks Development layout should provide positive frontages to streets and retain and front onto the pedestrian path that connects Cramptons Road with Otford Road through the site Scale and massing should respond to the context (i.e. two storey buildings on Cramptons Road but with potential for four storeys on Otford Road)
		6. BAT AND BALL ENTERPRISE CENTRE	<p>EXISTING USE</p> <ul style="list-style-type: none"> Light industry / businesses within two storey buildings. Car parking located either to the front or sides of buildings <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Allocated employment site within existing and emerging Local Plan <p>CONSTRAINTS</p> <ul style="list-style-type: none"> While Greatness Quarry is still operational Bat and Ball Road is used by numerous heavy vehicles Employment uses impact on accessibility of station from Greatness to the east 	<p>6. BAT AND BALL ENTERPRISE CENTRE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Light industry / businesses within two storey buildings. Car parking located either to the front or sides of buildings <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Allocated employment site within existing and emerging Local Plan for Employment in ADMP - EMP1 (b) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> While Greatness Quarry is still operational Bat and Ball Road is used by numerous heavy vehicles Employment uses impact on accessibility of station from Greatness to the east <u>The site is located within the Impact Risk Zone (IRZ) for Sevenoaks Gravel Pits SSSI (Sevenoaks Wildlife Reserve)</u>

LXXXV	69	Section 4.8 Development	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Potential for area to become mixed-use with the addition of residential development (additional 90 apartments @ 50dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Longer term opportunity to change area around the station to mixed-use Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes that are overlooked by new development Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road Buildings could be up to four storeys in this location <p>7. TARMAC LTD. SITE, GREATNESS</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Greatness Quarry a site for gravel extraction Site includes a number of buildings, including oast houses, towards the west of the area <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Mixed-use allocation in the emerging Local Plan Located within the Green Belt <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Gravel extraction is ongoing and the site will need to be re-profiled following completion of the extraction There are a number of mature trees and woodland belts within the area A public right of way extends through the area Part of the site is a SSSI A landfill site is located to the north-east of the area Access is constrained with the current main access off Bat and Ball Road in the south-western corner 	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Potential for area to become mixed-use with the addition of residential development (additional 90 apartments @ 50dph) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Longer term opportunity to change area around the station to mixed-use Strengthen the residential character of the area and improve access to the station for people living in Greatness through pedestrian routes that are overlooked by new development Deliver apartment buildings (with ground floor employment) that create a positive frontage to Bat and Ball Road Buildings could be up to four storeys in this location <p>Relocated to follow Policy D2 7.13. TARMAC LTD. SITE, GREATNESS</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Greatness Quarry a site for gravel extraction - sand is currently being extracted Site includes a number of works buildings, (including a locally listed oast house), towards the west of the area <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Mixed-use allocation in the emerging Local Plan No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) Located within the Green Belt <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Gravel Sand extraction is ongoing and the site will need to be re-profiled following completion of the extraction There are a number of mature trees and woodland belts within the area A locally listed oast house is located towards the west of the site The site is close to the Kent Downs AONB A public right of way extends through the area Part of the site is a SSSI. The site is located within the Impact Risk Zone (IRZ) for Greatness Brickworks SSSI (located to the north west). It may be appropriate for the SSSI to become part of the greenspace for the development A landfill site is located to the north-east-west of the area Access is constrained with the current main access off Bat and Ball Road in the south-western corner. Secondary access is provided from Farm Road (the former main access of the quarry) and a from Childsbridge Lane in the east
-------	----	----------------------------	---	--

LXXXXVI	70	Section 4.8 Development	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Open space • Community uses • Residential homes (approx. 600 at a density of 30-40dph) on the western portion of the site <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Potential to deliver a significant open space resource for North Sevenoaks and the wider area. This to include an extensive waterbody offering potential for watersports, a network of paths for pedestrians and cyclists and range of attractive habitats for both people and wildlife • Retain and refurbish the historic buildings within the site for community uses (including the oast houses) • Locate new homes within an attractive green environment focused in the south-western portion of the site where they can serve to overlook routes and open spaces • Provide a range of homes to meet local needs. Properties to be generally two and three storeys • Provide a network of safe and attractive pedestrian and cycle routes offering clear and understandable access from the surrounding residential areas and to Bat and Ball station • Improve pedestrian access over the railway line to Vestry Road to the west of the site • Carefully manage vehicular access to the site to avoid impacting detrimentally on adjacent residential areas and the wider movement network in the area 	<p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Open space • Community uses • Residential homes (approx. 600 at a density of 30-40dph) on the western portion of the site <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Potential to deliver a significant open space resource for North Sevenoaks and the wider area. This to include an extensive waterbody offering potential for watersports, a network of paths for pedestrians and cyclists and range of attractive habitats for both people and wildlife • Retain and refurbish the historic buildings within the site for community uses (including the oast houses) • Locate new homes within an attractive green environment focused in the south-western portion of the site where they can serve to overlook routes and open spaces • Provide a range of homes to meet local needs. Properties to be generally two and three storeys • Provide a network of safe and attractive pedestrian and cycle routes offering clear and understandable access from the surrounding residential areas and to Bat and Ball station • Improve pedestrian access over the railway line to Vestry Road to the west of the site • Carefully manage vehicular access to the site to avoid impacting detrimentally on adjacent residential areas and the wider movement network in the area • Avoid intrusion to the Kent Downs AONB through planting, use of materials that blend into the landscape and careful use of lighting to avoid light spill
	70	Section 4.8 Development	<p>7. SEVENOAKS STATION AND SURROUNDING AREA</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Station and arrival car park: station and retail units • Farmers site: vacant • London Road shops: retail • BT offices at One 60 London Road • Tubs Hill Parade: retail with residential above • Shell Garage and Kwik Fit: petrol filling station and car repairs • Sevenoaks station car park: parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • BT offices are an employment allocation in the emerging plan 	<p>7. SEVENOAKS STATION AND SURROUNDING AREA</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Station and arrival car park: station and retail units • Farmers site: vacant • London Road shops: retail • BT offices at One 60 London Road • Tubs Hill Parade: retail with residential above • Shell Garage and Kwik Fit: petrol filling station and car repairs • Sevenoaks station car park: parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • BT offices are an employment allocation in the emerging plan No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5)

LXXXVII	71	Section 4.8 Development	<p>CONSTRAINTS</p> <ul style="list-style-type: none"> Area is generally low lying and so can accommodate greater height than elsewhere in the town; however, there are notable views down London Road towards the Downs to the north Car parking will need to be retained but could be re-provided within a multi-storey car park Conflicts between road users and pedestrians around the station Fragmented ownerships may make delivery challenging (eg. Tubs Hill Parade) <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Potential for compact mixed-use development including retail and food and drink around station, some B1 office, petrol station and new residential units <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town Scale typically four to six storey with taller building marking the station Opportunity to reconsider transport interchange and public realm treatment at the station 	<p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> Area is generally low lying and so can accommodate greater height than elsewhere in the town; however, there are notable views down London Road towards the Downs to the north Car parking will need to be retained but could be re-provided within a multi-storey car park Conflicts between road users and pedestrians around the station Fragmented ownerships may make delivery challenging (eg. Tubs Hill Parade) <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Potential for compact mixed-use development including retail and food and drink around station, some B1 office, petrol station and new residential units <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Significant opportunity for development that will transform the sense of arrival into Sevenoaks and could establish a new urban quarter for the town Scale typically four to six storey with taller building marking the station Opportunity to reconsider transport interchange and public realm treatment at the station
LXXXVIII	72	Section 4.8 Development	<p>8. FORMER EDWARDS ELECTRICAL</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Vacant site <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Located within Sevenoaks Town Centre <p>CONSTRAINTS</p> <ul style="list-style-type: none"> Development must respond to the character of the existing streetscape both in terms of design language and height and massing — two / three storeys is appropriate <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> A2, A3 or B1 ground floor uses: 350m2 12 residential units (eight apartments and four mews units) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Development should provide a positive and active frontage to the 	<p>9-8. FORMER EDWARDS ELECTRICAL</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Vacant site <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Located within Sevenoaks Town Centre <u>designated town centre</u> <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> The site is located immediately to the south of, and adjacent to, the <u>Vine Conservation Area</u> Development must respond to the character of the existing streetscape both in terms of <u>materials</u>, design language and height and massing — two / three storeys is appropriate <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> A2, A3 or B1 ground floor uses: 350m2 <u>Active ground floor uses fronting street</u> 12 residential units (eight apartments and four mews units) <u>Residential apartments and houses</u> <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Development should provide a positive and active frontage to the High

LXXXVIII	71	Section 4.8 Development	<p>High Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form</p> <ul style="list-style-type: none"> • Potential for mews houses to the rear <p>9. BUCKHURST LANE SITES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Car parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Located within Sevenoaks Town Centre <p>CONSTRAINTS</p> <ul style="list-style-type: none"> • Access will need to be maintained to service yards of properties on High Street • Challenges in terms of interface with some of the existing properties • Loss of town centre car parking / need to relocate • Removal of some trees required <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Ground floor B1 workspace and potential for an indoor market • Residential apartments above (approx. 12 on northern site / 35 on southern site) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane • Potential for three storey building plus an additional set back storey • Development should front streets whilst concealing existing service yards from public view • Pedestrian connections through area to be retained and any trees that are removed to be replaced 	<p>Street that is aligned to frontages on adjacent plots and is sympathetic to adjacent built form</p> <ul style="list-style-type: none"> • Potential for mews houses to the rear <p>10. BUCKHURST LANE SITES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Car parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Located within Sevenoaks Town Centre <u>designated town centre</u> <p>PLANNING DESIGNATIONS/ CONSTRAINTS</p> <ul style="list-style-type: none"> • <u>The site is located on the edge of the Sevenoaks High Street Conservation Area and development will need to respond to the historic development pattern, materials and character of the area</u> • <u>Access will need to be maintained to service yards of properties on High Street</u> • <u>Challenges in terms of interface with some of the existing properties</u> • <u>Loss of town centre car parking / need to relocate</u> • <u>Removal of some trees required</u> <u>May result in the loss of some trees</u> <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Ground floor B1 workspace and potential for an indoor market • Residential apartments above (approx. 12 on northern site / 35 on southern site) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Potential to provide development that provides a positive frontage to Suffolk Way and Buckhurst Lane • potential for three storey building plus an additional set back storey <u>Scale and massing of development should respond to the existing context</u> • Development should front streets whilst concealing existing service yards from public view • Pedestrian connections through area to be retained and any trees that are removed to be replaced <p>11. 10. POST OFFICE / BT EXCHANGE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Post Office and BT Exchange <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Mixed-use allocation in existing and emerging Local Plan <u>Allocated for mixed-use in ADMP</u> • <u>Located within designated town centre (secondary frontage) - H2(a)</u>
LXXXIX	72	Section 4.8 Development	<p>10. POST OFFICE / BT EXCHANGE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Post Office and BT Exchange <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Mixed-use allocation in existing and emerging Local Plan 	<p>11. 10. POST OFFICE / BT EXCHANGE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Post Office and BT Exchange <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Mixed-use allocation in existing and emerging Local Plan <u>Allocated for mixed-use in ADMP</u> • <u>Located within designated town centre (secondary frontage) - H2(a)</u>

XC	73	Section 4.8 Development	<p>CONSTRAINTS</p> <ul style="list-style-type: none"> • Adjacent to Conservation Area • Prominent site on gateway to town centre • On elevated ground with land dropping away to the south means that any development will be highly visible from a number of locations. Height and massing needs to be carefully considered and modelled. Maximum height four storeys with upper floors set back • Town centre car park to the rear • Adjacent The Stag Theatre <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Ground floor active uses (A1-A3) onto High Street: 300m2 • 90 residential units (apartments) @ 150dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Significant town centre site • Potential to redevelop to provide active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey • Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses • Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road • Potential public realm enhancement to South Park • A comprehensive scheme needs to be prepared but could be delivered as two independent phases (Post Office and BT Building) <p>11. SEVENOAKS TOWN COUNCIL OFFICES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Town Council offices and car parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Housing allocation in emerging Local Plan <p>CONSTRAINTS</p> <ul style="list-style-type: none"> • Mature trees on site boundaries <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Residential development — 32 apartments @ 100dph 	<p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> • Adjacent to the Sevenoaks High Street Conservation Area and the locally listed Stag Theatre. Development will need to respond to the historic development pattern, materials and character of the area • Prominent site on gateway to town centre • On elevated ground with land dropping away to the south means that any development will be highly visible from a number of locations. Height and massing needs to be carefully considered and modelled. Maximum height four storeys with upper floors set back • Town centre car park to the rear • Adjacent The Stag Theatre <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Ground floor active uses (A1-A3) onto High Street: 300m2 • 90 residential units (apartments) @ 150dph <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> • Significant town centre site • Potential to re-establish the primacy of London Road through development providing redevelop to provide active ground floor uses onto London Road with apartments above. Total building height three storeys plus an additional set back storey • Frontage onto London Road should be set back to create a public space that serves the adjacent theatre and provides a setting for the new ground floor uses • Development should provide a positive frontage to the lane connecting the car park to the rear of The Stag Theatre with London Road • Potential public realm enhancement to South Park • A comprehensive scheme needs to be prepared but could be delivered as two independent phases (Post Office and BT Building) <p>12. 11. SEVENOAKS TOWN COUNCIL OFFICES</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> • Town Council offices and car parking • Office hub recently completed <p>PLANNING STATUS</p> <ul style="list-style-type: none"> • Housing allocation in emerging Local Plan. No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS / CONSTRAINTS</p> <ul style="list-style-type: none"> • Mature trees on site boundaries <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> • Residential development — 32 apartments @ 100dph
----	----	----------------------------	---	---

XCI	73	Section 4.8 Development	<p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear Development up to three storeys Potential to relocate existing office space to the Community Centre site at Bat and Ball station <p>12. SEVENOAKS ADULT EDUCATION CENTRE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Adult Education Centre and associated outbuildings and car parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Located within Sevenoaks Town Centre <p>CONSTRAINTS</p> <ul style="list-style-type: none"> College building locally listed Part of the site is allocated as open space Mature trees on the site A public right of way crosses the site <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential development through refurbished college building and a new-build residential annex to the south of the site Potential for approx. 19 apartments (11 in refurbished college and eight in annex) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development opportunity College must be sensitively refurbished /converted to maintain integrity of existing building Annex must be subservient to main college building in respect of its design and scale and massing Retain mature trees and quality of landscape setting <p>Policy D2: Development proposals that fall within the Northern Sevenoaks Masterplan study area boundary will follow the development principles set out in the Northern Sevenoaks Masterplan</p>	<p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development in the form of apartments that provide a frontage to Bradbourne Vale Road with other dwellings to the rear Development up to three storeys Potential to relocate existing office space to the Community Centre site at Bat and Ball station <p>12. SEVENOAKS ADULT EDUCATION CENTRE</p> <p>EXISTING USE</p> <ul style="list-style-type: none"> Adult Education Centre and associated outbuildings and car parking <p>PLANNING STATUS</p> <ul style="list-style-type: none"> Located within Sevenoaks Town Centre No allocation, however policy presumption to retain employment use (Policy EMP1/EMP5) <p>PLANNING DESIGNATIONS/ CONSTRAINTS</p> <ul style="list-style-type: none"> College building locally listed Part of the site is allocated as open space Mature trees on the site A public right of way crosses the site <p>POTENTIAL USES AND QUANTUMS</p> <ul style="list-style-type: none"> Residential development through refurbished college building and a new-build residential annex to the south of the site Potential for approx. 19 apartments (11 in refurbished college and eight in annex) <p>OPPORTUNITY / URBAN DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> Residential development opportunity College must be sensitively refurbished /converted to maintain integrity of existing building Annex must be subservient to main college building in respect of its design and scale and massing Retain mature trees and quality of landscape setting <p>Policy D2: Development proposals that fall within the Northern Sevenoaks Masterplan study area boundary will follow the development principles set out in the Northern Sevenoaks Masterplan</p> <p>Policy D2: Should the Tarmac Ltd. Site at Greatness be brought forward for development, either as windfall or through allocation in the Local Plan, this should be guided by an agreed masterplan that indicates how development would be laid out to respond to, and provide a significant landscape resource for Sevenoaks, how it will be phased and the supporting infrastructure that would be delivered as part of the development.</p> <p><u>Development of the site should also deliver the following benefits for the area:</u></p>
XCII	74	Section 4.8 Development		

XCIII	74-75	Section 4.8 Development	<p>The Masterplan for Northern Sevenoaks was commissioned by Sevenoaks Town Council in November 2016. Its remit was to examine the development potential of the northern part of the town.</p> <p>The study area for the Masterplan is different in character from the rest of Sevenoaks. Historically, the area developed later. For many years it was occupied by a series of country estates. The railway and Bat and Ball station arrived in 1865. A gas works, water works and several brickworks located to the area and it became a focus for employment and industry in the town. Through the 20th Century, gravel extraction has led to the creation of a number of significant waterbodies.</p> <p>Whilst some homes were built alongside the industry it was not until the inter-war period that the area was developed for housing. Sevenoaks' first council houses were built at Greatness with most homes in the area being modest two storey semi-detached and terraced houses.</p> <p>These sit within a fragmented townscape that has developed around large footprint employment uses and the former railway sidings. There remains a conflict between the small-scale residential uses and larger footprint industrial uses. This is most noticeable around Bat and Ball station. Here the dominance of industrial uses creates a poor quality arrival experience with little or no activity after business hours to animate or enliven the area.</p> <p>The study area is dominated by heavy traffic running along the A25 and A225 roads. These act as barriers between Northern Sevenoaks, the town centre and the surrounding countryside. The railway line is a further barrier to movement in an east-west direction.</p> <p>However, the area does have a number of very attractive features. The local centre at St John's provides much of the area's local shopping needs and is home to Sevenoaks Hospital. The main street, St John's Hill, although in need of</p>	<ul style="list-style-type: none"> Community infrastructure including the potential provision of a primary school and medical facilities; Green infrastructure including the provision of a new lake and centre for sport, recreation and leisure, a network of walking and cycling routes and play space; Transport infrastructure and in particular proposals must demonstrate how vehicular access will be achieved and how any transport impacts will be mitigated, including but not limited to improvements to Bat and Ball junction; Re-use of historic buildings - the former oast house should be refurbished, integrated into the development and re-used for community use; and A mix of new homes that supports local needs and including affordable homes to meet the requirements of the Local Plan. <p>The Masterplan for Northern Sevenoaks was commissioned by Sevenoaks Town Council in November 2016. Its remit was to examine the development potential of the northern part of the town.</p> <p>The study area for the Masterplan is different in character from the rest of Sevenoaks. Historically, the area developed later. For many years it was occupied by a series of country estates. The railway and Bat and Ball station arrived in 1865. A gas works, water works and several brickworks located to the area and it became a focus for employment and industry in the town. Through the 20th Century, gravel extraction has led to the creation of a number of significant waterbodies.</p> <p>Whilst some homes were built alongside the industry it was not until the inter-war period that the area was developed for housing. Sevenoaks' first council houses were built at Greatness with most homes in the area being modest two storey semi-detached and terraced houses.</p> <p>These sit within a fragmented townscape that has developed around large footprint employment uses and the former railway sidings. There remains a conflict between the small-scale residential uses and larger footprint industrial uses. This is most noticeable around Bat and Ball station. Here the dominance of industrial uses creates a poor quality arrival experience with little or no activity after business hours to animate or enliven the area.</p> <p>The study area is dominated by heavy traffic running along the A25 and A225 roads. These act as barriers between Northern Sevenoaks, the town centre and the surrounding countryside. The railway line is a further barrier to movement in an east-west direction.</p> <p>However, the area does have a number of very attractive features. The local centre at St John's provides much of the area's local shopping needs and is home to Sevenoaks Hospital. The main street, St John's Hill, although in need of some</p>
-------	-------	----------------------------	--	---

		<p>some regeneration, has some attractive buildings that provide character.</p> <p>The area benefits from good transport links including a direct rail link to London from Bat and Ball station, and good vehicular connections to the motorway network.</p> <p>The area also benefits from an abundant selection of open spaces. The study area is home to the Sevenoaks Wildlife Reserve — a 71 Ha former gravel pit that has been given over to the public to enjoy.</p> <p>More active pursuits can be undertaken at Greatness Recreation Ground, which is owned by the Town Council. Facilities here include playing fields and a skate park. There are also a number of public rights of way and paths through Northern Sevenoaks that connect it to the attractive countryside beyond. There is significant potential to link these spaces together and improve their offer.</p> <p>The Masterplan objectives are:</p> <p>OBJECTIVE 1: TO STRENGTHEN THE HEART OF NORTHERN SEVENOAKS</p> <p>Improving the arrival experience</p> <p>The Masterplan proposals aim to enhance the environment around the station including provision of public spaces to either side, removal of the wall between Bat and Ball Road and Chatham Hill Road, an improved pedestrian connection on Chatham Hill Road and new residential development to enliven the area and overlook routes and spaces. The proposals integrate with the Town Council's proposed new Community Centre and proposal to open up a western entrance to the station (recently delivered).</p> <p>Developing around the station</p> <p>The Masterplan anticipates that some of the employment land located in proximity to Bat and Ball station and the local centre at St John's could be redeveloped over time. Big box employment uses could be replaced by mixed-use development blocks. These could have commercial uses at ground floor and residential uses above. Changing the uses in this area would enliven the streets and spaces and improve the arrival experience at the station.</p> <p>OBJECTIVE 2: TO MAKE THE MOST OF THE AREA'S NATURAL ASSETS</p> <p>The Sevenoaks Wildlife Reserve</p> <p>The Masterplan investigates ways in which access to the Sevenoaks Wildlife Reserve could be improved whilst respecting its wildlife value. Proposals include the creation of a circular walk around the site and a new entrance and visitor centre on Otford Road.</p> <p>Greatness Recreation Ground</p>	<p>regeneration, has some attractive buildings that provide character.</p> <p>The area benefits from good transport links including a direct rail link to London from Bat and Ball station, and good vehicular connections to the motorway network.</p> <p>The area also benefits from an abundant selection of open spaces. The study area is home to the Sevenoaks Wildlife Reserve — a 71 Ha former gravel pit that has been given over to the public to enjoy.</p> <p>More active pursuits can be undertaken at Greatness Recreation Ground, which is owned by the Town Council. Facilities here include playing fields and a skate park. There are also a number of public rights of way and paths through Northern Sevenoaks that connect it to the attractive countryside beyond. There is significant potential to link these spaces together and improve their offer.</p> <p>The Masterplan objectives are:</p> <p>OBJECTIVE 1: TO STRENGTHEN THE HEART OF NORTHERN SEVENOAKS</p> <p>Improving the arrival experience</p> <p>The Masterplan proposals aim to enhance the environment around the station including provision of public spaces to either side, removal of the wall between Bat and Ball Road and Chatham Hill Road, an improved pedestrian connection on Chatham Hill Road and new residential development to enliven the area and overlook routes and spaces. The proposals integrate with the Town Council's proposed new Community Centre and proposal to open up a western entrance to the station (recently delivered).</p> <p>Developing around the station</p> <p>The Masterplan anticipates that some of the employment land located in proximity to Bat and Ball station and the local centre at St John's could be redeveloped over time. Big box employment uses could be replaced by mixed-use development blocks. These could have commercial uses at ground floor and residential uses above. Changing the uses in this area would enliven the streets and spaces and improve the arrival experience at the station.</p> <p>OBJECTIVE 2: TO MAKE THE MOST OF THE AREA'S NATURAL ASSETS</p> <p>The Sevenoaks Wildlife Reserve</p> <p>The Masterplan investigates ways in which access to the Sevenoaks Wildlife Reserve could be improved whilst respecting its wildlife value. Proposals include the creation of a circular walk around the site and a new entrance and visitor centre on Otford Road.</p> <p>Greatness Recreation Ground</p>
--	--	---	--

<p>The Masterplan includes a number of proposed long-term improvements to the offer at the Recreation Ground including the construction of a new sports pavilion and provision of a new 3G sports pitch.</p> <p>OBJECTIVE 3: SUSTAINABLE EXPANSION OF NORTHERN SEVENOAKS</p> <p>The Masterplan includes proposals for the redevelopment of the Tarmac Ltd. site once gravel extraction operations are complete. Planning for such development now will help ensure that it delivers the maximum benefits to the surrounding community.</p> <p>If developed, new housing could help deliver a number of community assets including a lake for watersports, walking and cycle routes, a visitor centre and the refurbishment of some of the historic buildings on the site (if financially viable).</p> <p>The Tarmac Ltd. site is currently within the Green Belt. For development on this site to come forward exceptional circumstances will have to be identified by Sevenoaks District Council in order to remove the site from the Green Belt. This is currently under review as part of the Local Plan Review.</p> <p>The Local Plan Consultation carried out in late 2017 asked residents whether they would support protecting the Green Belt by building new homes on land which has been previously built on (i.e. brownfield land). 71% stated that they agreed with this concept.</p> <p>Whilst it is not yet certain whether the site will come forward the potential of this site is clear. It is in a sustainable location, on a brownfield site, with connections to the surrounding townscape and access to local shops and services.</p> <p>The Neighbourhood Plan will support high quality development on this site as long as the following criteria are delivered:</p>	<p><u>The Masterplan includes a number of proposed long-term improvements to the offer at the Recreation Ground including the construction of a new sports pavilion and provision of a new 3G sports pitch.</u></p> <p>OBJECTIVE 3: SUSTAINABLE EXPANSION OF NORTHERN SEVENOAKS</p> <p><u>The potential of the Tarmac Ltd. site for development was identified as part of the Northern Sevenoaks Masterplan commissioned by Sevenoaks Town Council in November 2016 (Refer to Appendix A5 for further details).</u></p> <p>The Masterplan includes proposals for the redevelopment of the Tarmac Ltd. site once gravel sand extraction operations are complete. Planning for such development now will help ensure that it delivers the maximum benefits to the surrounding community.</p> <p>If developed, new housing could help deliver a number of community assets including a lake for watersports, walking and cycle routes, a visitor centre and the refurbishment of some of the historic buildings on the site (if financially viable) and reuse of the locally listed former oast house. A new primary school and medical facilities could also be provided.</p> <p>The Tarmac Ltd. site is currently within the Green Belt. For development on this site to come forward exceptional circumstances will have to be identified by Sevenoaks District Council in order to remove the site from the Green Belt. This is currently under review as part of the Local Plan <u>process Review.</u></p> <p><u>The Local Plan Consultation carried out in late 2017 asked residents whether they would support protecting the Green Belt by building new homes on land which has been previously built on (i.e. brownfield land). 71% stated that they agreed with this concept.</u></p> <p><u>The Northern Sevenoaks Masterplan was consulted upon as part of the District Council's Local Plan 'Issues and Options' Consultation. The Plan received overwhelmingly positive support through this consultation. 66% of respondents stated that they either 'Strongly supported' or 'Supported' the Plan (based on responses from 13,654 people).</u></p> <p>Whilst it is not yet certain whether the site will come forward the potential of this site is clear. It is in a sustainable location, <u>on a brownfield site, close to Bat and Ball station</u> with connections to the surrounding townscape and access to local shops and services.</p> <p><u>The Neighbourhood Plan will support high quality development on this site as long as the following criteria are delivered:</u></p> <p><u>Should the site be brought forward for development the following benefits to the</u></p>
--	--

XCIV	76	Section 4.8 Development	<p><u>wider area should be delivered:</u></p> <p>1. Community Infrastructure The proposals deliver new community infrastructure for Northern Sevenoaks. Early planning will allow the District Council to assess the impact of a rise in population and plan new infrastructure requirements accordingly. This should include all necessary health and education provision.</p> <p>2. Green Infrastructure One of the key requirements of new development on the Tarmac Ltd. site is the provision of a new lake for sport, recreation and leisure. Development around the lake and the green spaces around it should include:</p> <ul style="list-style-type: none"> • A centre for watersports; • A lake-side trail for running, walking and cycling as part of the wider green network; • A new pedestrian / cycle link from Greatness Recreation Ground; • Good levels of connectivity through the new housing provided on-site and to the wider area; and • Opportunities for play spaces. <p>3. Transport Infrastructure Development on-site must be contingent on the adequate resolution of the impact on the surrounding transport network. The development must be planned around a clearly defined, safe and well connected network of pedestrian and cycle routes that link the site to the surrounding area.</p> <p>4. Re-use of historic buildings The Tarmac Ltd. site contains a number of interesting historic buildings, including a former oast house. Where possible these should be re-used and integrated into the development.</p> <p>5. Size and mix of dwellings New development will only be supported if the requirements for affordable housing are met and delivered on-site. These should be designed to meet local needs.</p> <p>New development will only be supported if the size and mix of houses reflects local needs. This must include smaller units.</p> <p>Objective Fifteen: To deliver a range of new homes to meet local needs</p> <p>Policy D3: All residential development proposals must provide a range of homes to meet local needs. Affordable housing provision will be required as part of all eligible developments</p>	<p><u>wider area should be delivered:</u></p> <p>1. Community Infrastructure The proposals The site offers potential to deliver new community infrastructure for Northern Sevenoaks. Early planning will allow the District Council to assess the impact of a rise in population and plan new infrastructure requirements accordingly. This should include all necessary health and education provision.</p> <p>2. Green Infrastructure One of the key requirements of new development on the Tarmac Ltd. site is the provision of a new lake for sport, recreation and leisure (refer also to Policy L5). Development around the lake and the green spaces around it should include:</p> <ul style="list-style-type: none"> • A centre for watersports; • A lake-side trail for running, walking and cycling as part of the wider green network; • A new pedestrian / cycle link from Greatness Recreation Ground; • Good levels of connectivity through the new housing provided on-site and to the wider area; and • Opportunities for play spaces. <p>3. Transport Infrastructure Development on-site must be contingent on the adequate resolution of the impact on the surrounding transport network including, but not limited to, improvements to <u>Bat and Ball junction</u>. The development must be planned around a clearly defined, safe and well connected network of pedestrian and cycle routes that link the site to the surrounding area.</p> <p>4. Re-use of historic buildings The Tarmac Ltd. site contains a number of interesting historic buildings, including a former oast house. Where possible these should be re-used and integrated into the development. This should be <u>refurbished, integrated into the development and re-used for community use.</u></p> <p>5. Size and mix of dwellings New development will only be supported if the requirements for affordable housing are met and delivered on-site. These should be designed to meet local needs.</p> <p>New development will only be supported if the size and mix of houses reflects local needs. This must include smaller units.</p> <p>Objective Fifteen <u>Sixteen</u>: To deliver a range of new homes to meet local needs</p> <p>Policy D3: All <u>Where practicable larger</u> residential developments proposals must <u>will be expected to provide a range of homes to meet local needs. New housing should contribute to meeting the identified local need.</u> Affordable housing provision will be required as part of all eligible developments</p>
------	----	----------------------------	--	--

XCV	77	Section 4.8 Development	<p>Policy D4: The development of on-site key worker housing will be supported as part of larger infrastructure developments where applicants can demonstrate need, and subject to a condition preventing sale or rent on the open market</p> <p>Additional para 5 Providing a greater mix of homes to meet local needs can allow people to live closer to their place of work and reduce the need to travel.</p> <p>Objective Sixteen: To provide homes that are energy efficient and minimise environmental impact</p>	<p>Policy D4: The development of on-site key worker housing will be supported encouraged as part of larger infrastructure developments where applicants can demonstrate need, and subject to a condition preventing sale or rent on the open market</p> <p>Additional para 5 Providing a greater mix of homes to meet local needs can allow people to live closer to their place of work and reduce the need to travel.</p> <p>Objective Sixteen Seventeen: To provide homes that are energy efficient and minimise environmental impact</p> <p>Additional paras 3 and 4 (under policies D5 and D6) The sourcing of local materials and use of recycled materials is encouraged. When retrofitting historic properties applicants are encouraged to consider</p> <p>Historic England's guidance on improving energy efficiency of historic buildings which is available on the Historic England website.</p>
-----	----	----------------------------	---	--



Footpath



