

Sevenoaks Neighbourhood Plan - Consultation Response Report (version 2, 18 December 2020)

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 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.</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"> 1. Sevenoaks Community Centre, Otford Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 2. Travis Perkins, Bat and Ball, Sevenoaks Business Centre - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 3. Cramptons Road Water Works, Cramptons Road - Allocated for Housing in ADMP - H1(b) employment use (Policy EMP1/EMP5). 4. Carpetwright/Wickes, Otford Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 5. Sevenoaks Gasholder Station, Cramptons Road - Allocated for Housing in ADMP - H1 (c). 6. Bat and Ball Enterprise Centre, Bat and Ball Road - Allocated for Employment in ADMP - EMP1 (b). 7. Tarmac Ltd Site, Greatness, Accessed of Bat and Ball Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 8. Sevenoaks Station and Surrounding Area, London Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 9. Former Edwards Electrical, 166 High Street - Located within designated town centre. 10. Buckhurst Lane Sites, Sevenoaks Town Centre - Located within designated town centre. 11. Post Office/BT Exchange, South Park - Allocated for mixed-use in ADMP, Located within designated town centre (secondary frontage) - H2(a) 12. Sevenoaks Town Council Offices, Bradbourne Vale Road - No allocation, however, policy presumption to retain employment use (Policy EMP1/EMP5). 13. Sevenoaks Adult Education Centre, Bradbourne Road - No allocation, however policy presumption to retain employment use (Policy EMP1/EMP5). 	Amend Planning Status of sites under Policy D1.	
3			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>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. This would delay the NP process and is not desirable.</p>	

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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	
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	
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	
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	
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	
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.	
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	
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	
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 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	
13			Page 38 – Suggestion to refer to 'planning officers' instead of 'council officers'	Noted. Amend Plan as suggested	
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 encourages that a statement is submitted with planning applications outlining...'	Noted. Amend Plan as suggested	
15			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).	Amend Aim C4 to read: 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.	
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'.	
17			Page 41 – Suggestion to change key to read 'areas where additional design guidance may be prepared'	Noted. Key to be amended as suggested	
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	Amend Objective 2 to read: To protect the setting of local landmarks and the landscape setting of the town	
19			Page 42 – Policy C6 Clarification – conserve and enhance the setting of local landmarks	Current wording supported by Historic England. Retain as is.	

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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.	
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	
23			Page 74 – Suggestion to include a key with the map	Key to be added	
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	
STATUTORY CONSULTEE RESPONSES					
25	Tom Pavitt (The Marine Management Organisation) consultations@marinemanagement.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) planningse@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@historicengland.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	
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	

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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	
32			<p>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'.</p> <p>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.</p> <p>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'.</p>	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	
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	
34		-	<p>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:</p> <ul style="list-style-type: none"> 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.	
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 '	
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.	

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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	
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.'	
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	
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	
45	Sara Gomes (Environment Agency) kslplanning@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	
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	

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48			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. 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.	Make reference to the SSSI in the site descriptions under Policy D1	
49			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.	Consult with AONB Partnership or Conservation Board AONB consulted and comments received below	
50	Katie Miller (Kent Downs AONB) Katie.Miller@kentdowns.org.uk	1 December 2020	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.	Comment noted	
51			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'.	Add extent of AONB to Figure 2.2 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	
52			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.	Do we want to add a policy relating to this under Objective 5?	
53			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.	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.	
STAKEHOLDER RESPONSES					
54	National Trust katviseaman@nationaltrust.org.uk	30 March 2020	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.	Comment noted	
55			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.	Comment noted	
56			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.	Knole'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.	

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57			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.	Comment noted	
58			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'.	The Plan identifies the Greensand Way as a strategic route as it is a 'national walking route'. No further change is anticipated.	
59			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.	
60	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 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.	Noted	
61			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.		
62			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:	Noted	

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63		-	<p>Identifying the Sevenoaks Quarry site</p> <p>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..."</p> <p>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.</p> <p>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.</p>	Rename Site 7 as 'Sevenoaks Quarry' and add note that the boundary of the site includes land within the Sevenoaks Town boundary only	
64		-	<p>Proposed land uses on the site</p> <p>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..."</p> <p>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.</p>	Amend Figure 4.7 and policy D1 to indicate potential uses as residential, open space, recreation, education, and community	
65		-	<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>	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.	
66			<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>	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.	

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67			<p>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."</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. Discuss with SDC.</p> <p>The planning status of sites is identified in Figure 4.7 and in subsequent site descriptions.</p>	
68			<p>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:</p>	Noted	
69			<p>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.</p>	Amend potential quantum to give a range of 600-800 homes (as noted above in response to SDC comments)	
70			<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)	
71			<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	
72			<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...'	

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73			<p>Technical corrections</p> <p>Brownfield land</p> <p>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.	
74			<p>Minerals</p> <p>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)	
75			<p>Policy to deal with the above</p> <p>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)	
76			<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 Bat & 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.	

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77	Charles George (Sevenoaks Society)	23 February 2020	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		
78			<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>	Not sure that this adds much. Maybe put a note in the supporting text under policy C1 that emphasises this point. To be discussed	
79			<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: “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	
80			<p>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”.</p> <p>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.</p>	Add a reference to transport constraints in the site description (page 69)	
81	Darren Bell (David Lock Associates on behalf of Tarmac) dbell@davidlock.com	13 March 2020	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).	Noted	Comment noted. No action required
82			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.	Noted	Comment noted. No action required
83			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	Comment noted
84			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	Comment noted. Discuss
85			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.	Noted	Comment noted but no change to plan required

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86			<p>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:</p> <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. 	Noted	
87			<p>Policy L3 and Policy S1</p> <p>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:</p> <p>"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".</p>	<p>Amend Policy L3 to read (as detailed previously):</p> <p>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.</p>	
88			<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	
89			<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 elevate 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	
90			<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>		

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91			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.	Amend potential quantum to give a range of 600-800 homes	
92			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.	Add note re potential phasing	
93			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.	To be discussed - see comment from Seal Parish Council above	
94			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".	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".	
95			It is also suggested that the following minor amendments are made to the text on Page 69:		
96			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" .	Rename Site 7 as Sevenoaks Quarry	
97			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.	Noted - amended description under Policy L3, D1 and D2.	
98			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.	Updated description of constraints under Policy D1	
99			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.	Discuss reference to these access points which are both points of concern for Seal Parish Council and some residents	
COMMENTS EMAILED TO PLANNING					
100	Jim Hughes (resident) jim.hughes.aith@gmail.com		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.	No change to Neighbourhood Plan but need for progress on cycling strategy to be noted.	

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Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
101	Karen Hilson (resident)	28 March 2020	<p>Regeneration of area outside One Stop (Seal Road)</p> <p>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.</p>	<p>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).</p> <p>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</p>	
102			<p>Better maintenance of the Mill Pond</p> <p>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.</p>	<p>Should reference be made to the Mill Pond in the Neighbourhood Plan? To be discussed.</p>	
103			<p>Use of Farm Lane, Greatness Lane and Mill Lane as access/exit roads for the new 'Tarmac' housing development.</p> <p>Issues identified with this include:</p> <ul style="list-style-type: none"> 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. <p>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.</p>	<p>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'</p> <p>Does the Neighbourhood Plan need to say anything more on this issue?</p>	
104			<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> <ol style="list-style-type: none"> 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. at Holly bush: advantages include distanced from residents, more parking, café, existing hard games areas, disused outdoor bowls court. 	<p>Provision of a MUGA at Greatness is part of the Sports Strategy and the Neighbourhood Plan is not definitive about its location</p>	
105	Zoe Parra (resident)	25 March 2020	<p>Areas absent in the plan:</p> <ol style="list-style-type: none"> 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. 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>See reference above</p>	
106			<p>Area's of concern in the plan;</p> <p>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 Cub 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>See reference above</p>	

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107	Daniel Neeves daniel@neeves.net	29 March 2020	<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 Holybush has better parking, better existing refreshment facilities and is positioned away from residential properties.</p>	Provision of a MUGA at Greatness is part of the Sports Strategy and the Neighbourhood Plan is not definitive about its location	
OTHER COMMENTS PROVIDED IN WRITING					
108	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>	
109			<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, trim trails, 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>		

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COMMENTS FROM SURVEY MONKEY					
110		1 February 2020	Impossible not to agree with it entirely	Noted	
111		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	
112		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.	
113		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	
114		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.	
115		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 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.	Cycle strategy important to address these concerns	
116		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.	
117		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	
118		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	

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Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
119		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 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?	Points noted. Improvements to pedestrian access over the railway line are proposed as part of the Sevenoaks Quarry site (p69)	
120		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. 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.	Points noted	
121		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	
122		19 February 2020	<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.</p> <p>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>	Cycle strategy important to address these concerns	
123		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/Cramptons 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>	Points noted Policies M1 to M10 aim to address these issues.	

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123 (cont)			<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>		
124		23 February 2020	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?	Comment noted	
125		24 February 2020	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 serve the station, 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.	Policy M8 supports improvements to bus services in the town.	
126		26 February 2020	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.	This depends on how development is designed. On street parking also has some benefits.	
127		26 February 2020	<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>Points noted.</p> <p>Should Policy S1 include an additional comment about the need to improve children's play facilities across the town?</p>	
128		27 February 2020	<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> 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> <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 isnt part of the garden of england that it so claims to be.</p>	Advocates greater priority for pedestrians and cyclists including closing high street to vehicles	

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129		27 February 2020	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.	Points noted	
130		27 February 2020	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?	Covered under Policy COM2	
131		27 February 2020	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	Points noted	
132		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 newish, 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> <p>1.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.</p> <p>2. 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)).</p> <p>3. 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.</p> <p>4. 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).</p> <p>5. 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.</p>	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".	
133		28 February 2020	Cycling lanes to encourage more cycling	Promoted under Policy M2 of the Plan	

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Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
134		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	
135		1 March 2020	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?	Need for a refreshed cycle strategy?	
136		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	
137		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)	
138		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.	
139		3 March 2020	Develop sites which have been left empty and derelict for years	The plan promotes this	
140		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	
141		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?	
142		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 Memphelilla Skell (b12.12.1591) (Memphelilla) and Beatrice Woodbine (B 1.3.1632) (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	An interesting idea. Perhaps not for the Neighbourhood Plan but for separate consideration by the Town Council.	

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143		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 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.</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, 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.</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>	Potential discussion with the National Trust on their approach to reducing car trips to Knole	
144		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>	Support for the plan but a need for action to deliver its recommendations and proposals	

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Ref.	Stakeholder (Name and organisation)	Date comment received	Comments	Recommended Neighbourhood Plan response	Steering Group Action
145			<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>		
146		6 March 2020	Prime objective must be zero carbon and the rest will and can follow	Noted	
147		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	
148		8 March 2020	Less development, fewer cars, more green spaces and countryside.	Noted	
149		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. The Plan addresses these issues	
150		8 March 2020	Excellent overall	Noted	
151		9 March 2020	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support for the plan but a need for action to deliver its recommendations and proposals	
152		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.	

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153		9 March 2020	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.	Christ Church URC to be added to the plan on page 115. 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.	
154		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>Themes Four and Six: Support is mentioned a number of times. Is this financial?</p> <p>Theme Five Aim COM4: I feel that an amphitheatre should come fairly low down on the council's budgeting strategy.</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	
155		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>	
156		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 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.</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>	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?	

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156 (cont)			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)		
157			<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 traffic 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</p>	
158		10 March 2020	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.	Quakers Hall Lane allotments are protected under Policy L6	
159		10 March 2020	The commitment to protect the Quaker Hall allotments for use as allotments is welcomed and supported.	See above	
160		10 March 2020	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.	Noted - provision of local infrastructure to support any new development promoted under Policy COM2	
161		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 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. 	Noted	

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162		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 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 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 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>	<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>	
163		11 March 2020	<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.</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, 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</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>	

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164			<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 center, 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 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 long time, and is walked. this cuts right through the proposed site. At the end of Tamac'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 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.</p>	Objection to development at Sevenoaks Quarry noted	
165		11 March 2020	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	Objection to new development (excepting affordable homes) noted	
166		11 March 2020	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.	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	

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167		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	
168		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	
169		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	
170		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'?	
171		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 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.	Comments noted. The Neighbourhood Plan promotes an enhanced walking and cycling environment in the town	
172		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's 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.	
173		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	
174		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	
175		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.	

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175 (cont)			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.		
176		12 March 2020	To preserve and support the areas of Allotments in the Sevenoaks area	Noted. Promoted and protected under Policy L6	
177		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.	
178		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	
179		13 March 2020	Protect allotment sites Affordable housing	Allotments are protected under Policy L6. Affordable housing is promoted under Policy D3.	
180		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 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.</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.	
181		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 101 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	

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182		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	
183		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.	
184		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	
185		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.	
186		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.	
187		26 March 2020	<p>Reduce car journeys into town.</p>	The plan aims to achieve this by making walking and cycling more attractive options.	
188		27 March 2020	<p>I think the plans are very exciting and can only enhance the wonderful quality of life most Sennockians are already lucky to benefit from.</p>	Comments noted	
189		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	
190		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	
191		27 March 2020	<p>The draft plan hints at an attractive future for Sevenoaks Town. The sooner it delivers the better.</p>	Comments noted	

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192		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 aims to improve the quality of the town centre environment for pedestrians and with the potential to introduce alternative traffic management to achieve this	
193		27 March 2020	I support the maintenance and development of allotments	Comments noted	
194		29 March 2020	The plan is comprehensive and will provide a bright future for Sevenoaks.	Comments noted	
195		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	
196		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 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.	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.	
197		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.	
198		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.	
199		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.	
200		30 March 2020	Any development should not be on greenbelt.	Comments noted	
201		31 March 2020	Transport, Environment and Housing are key and have been neglected for too long	Comments noted	

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202		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?	

Note:

Neighbourhood Plan responses highlighted in green raise issues or recommendations that should be discussed by the Steering Group and may result in amendments to the Final Neighbourhood Plan

Neighbourhood Plan responses highlighted in orange require actions or further consultation with stakeholders.