

7th February 2018



You are summoned to attend a meeting of the PLANNING COMMITTEE to be held at 7:30pm in the Council Chamber at the address below on **Monday 12th February 2018**.

Town Councillors are reminded that they have a duty to state a Declaration of Interest prior to the appropriate agenda item and to consider the Crime and Disorder Act 1998 s.17 when reaching a decision.

Please note that the proceedings of this meeting may be recorded in line with regulations set out in the Openness of Local Government Bodies Regulations 2014. A copy of Sevenoaks Town Council’s procedure for the recording meetings is available online at sevenoakstown.gov.uk or by request. Members of the public addressing the Committee but not wishing to be recorded should put this request to the Clerk at the earliest possible opportunity.

Town Clerk

Committee Members

Cllr Arnold – **Vice Chairman**
Cllr Busvine OBE
Cllr Canet
Cllr Chakowa
Cllr Clayton
Cllr Eyre
Cllr Hogarth
Cllr Mrs Parry

Cllr Parry
Cllr Parson
Cllr Piper - **Chairman**
Cllr Raikes
Cllr Schneider
Cllr Towell
Cllr Waite
Cllr Walshe

PUBLIC QUESTION TIME

To enable members of the public to make representation or to put questions to the Committee on any planning matters, with the exception of individual planning applications which will be considered under a later agenda item.

AGENDA

- 1 **APOLOGIES FOR ABSENCE**
To receive and note apologies for absence.

Town Council Offices
Bradbourne Vale Road
Sevenoaks Kent TN13 3QG

tel: 01732 459 953 fax: 01732 742 577
email: council@sevenoakstown.gov.uk
web: sevenoakstown.gov.uk



2 REQUESTS FOR DISPENSATIONS

To consider written requests from Members which have previously been submitted to the Town Clerk to enable participation in discussion and voting on items for which the Member has a Disclosable Pecuniary Interest. (s.31 & s.33 of the Localism Act 2011)

3 DECLARATIONS OF INTEREST

To receive any disclosures of interest from Members in respect of items of business included on the agenda for this meeting.

4 MINUTES

To approve and sign the minutes of the planning committee meeting held 29th January 2018.

5 Consultation

To receive and consider the Major Roads Network consultation, in relation to the J5 Slips proposals. (copy attached) (Item requested by Cllr Parry)

6 SEVENOAKS TOWN NEIGHBOURHOOD PLAN

To receive and consider comments received on the pre-consultation Draft Neighbourhood Development Plan.

7 PLANNING APPLICATIONS

(a) The meeting will be adjourned to enable members of the public, by prior arrangement, to speak on individual planning applications which are on the current agenda.

Members of the public wishing to speak and address the Planning Committee must register to do so stating they wish to speak with the Town Council by 12 p.m. on the date of the meeting.

(b) The meeting will be reconvened to consider planning applications received from the Sevenoaks District Council during the two weeks ending the 7th February 2018

8 PRESS RELEASES

To consider any agenda item which would be appropriate for a press release.

Minutes of the PLANNING COMMITTEE held in the Council Chamber, Town Council Offices, Bradbourne Vale Road, Sevenoaks on 29th January 2018 at 7:10pm

Present:

Committee Members

Cllr Arnold – Vice Chairman	Apologies	Cllr Parry	Present
Cllr Busvine OBE	Apologies	Cllr Parson	Apologies
Cllr Canet	Present	Cllr Piper - Chairman	Present
Cllr Chakowa	Apologies	Cllr Raikes	Present
Cllr Clayton	Present	Cllr Schneider	Present
Cllr Eyre	Present	Cllr Towell	Apologies
Cllr Hogarth	Apologies	Cllr Waite	Apologies
Cllr Mrs Parry	Apologies	Cllr Walshe	Present

Also in attendance:

Town Clerk
Assistant Town Clerk
3 Members of the public

PUBLIC QUESTION TIME

None

446 **REQUESTS FOR DISPENSATIONS**

No new requests for dispensations were received.

447 **DECLARATIONS OF INTEREST**

Cllr Canet declared a non-pecuniary Interest in application [25] Cedar End, Cedar Terrace Road

448 **DECLARATIONS OF LOBBYING**

Cllrs Eyre and Parry declared they had been lobbied in respect of application [15] Land SE of 4 Hawkes Place.

Cllrs Piper, Schneider, and Raikes declared they had been lobbied on application [28] 31 Eardley Road

Cllr Clayton declared he had been lobbied in respect of application [12] Summerhill, Seal Hollow Road.

449 **MINUTES**

The Committee received and considered the minutes of the Planning Committee meeting held on the 15th January 2018.

RESOLVED: that minutes be approved and signed as an accurate record.

450 **APPEALS**

The Committee noted the following appeals had been submitted:

- i. Summerhill, Seal Hollow Road - 17/00330/FUL

451 SEVENOAKS NEIGHBOURHOOD PLAN

The Committee received and noted the pre-consultation draft Neighbourhood Development Plan.

It was noted that amendments to the draft would be discussed at the Neighbourhood Plan Steering Committee meeting on the 12th February 2018.

Any comments should be forwarded to atc@sevenoakstown.gov.uk by 5th February 2018 for consideration on the 12th February 2018.

452 PLANNING APPLICATIONS

(a) The meeting was adjourned to enable the following members of the public to address the committee:

- i. Against [12] Summerhill, Seal Hollow Road (By prior arrangement)
- ii. For [12] Summerhill, Seal Hollow Road (By prior arrangement)
- iii. Against [23 & 24] St Johns Hill Car Park (At the Chairman's discretion)

(b) The meeting was reconvened Committee considered the planning applications received from the Sevenoaks District Council during the two weeks ending 24th January 2018 and **it was RESOLVED that** the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

453 PRESS RELEASES

None

There being no further business the meeting was closed at 9:03pm

CHAIRMAN

Planning Applications Considered

Applications considered on 29-1-18

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00004/HOUSE	N Sargant 08-02-2018	Cllr Eyre	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs D Guth		Lynden Lodge	60 Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				22/01/18
Car port conversion into habitable space. Addition of new fenestration.				

Sevenoaks Town Council recommended approval.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00008/HOUSE	N Sargant 01-02-2018	Cllr Mrs Parry	Mr D Dennis 240140
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Hoade			5 The Meadway	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				12/01/18
Demolition of side extension, rear chimney and existing porch. Erection of a single storey rear and side extension. Erection of front porch, rooflights to the rear and a dropped kerb to widen the driveway.				

Sevenoaks Town Council recommended approval.

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00018/HOUSE	N Sargant 31-01-2018	Cllr Parry	N Thompson 01689 8363
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs C Ault		The Clock House	92 Oakhill Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				11/01/18
Demolition of existing conservatory and erection of single storey extension and associated landscaping works.				

Sevenoaks Town Council recommended approval.

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00023/HOUSE	N Sargant 01-02-2018	Cllr Eyre	Mrs Austin 07866962268
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Craig		Hurstwood	Hopgarden Lane	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				12/01/18
Erection of a front porch and first floor extension, garage extensions and conversion. Erection of a front, side and rear single storey extensions. Juliet balcony to the rear. Roof alterations. Alterations to fenestration.				

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 29-1-18

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00042/ADV	Mr M Mirams 01-02-2018	Cllr Schneider	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr R Franks (Berkeley Homes Eastern Counties Ltd)			98-116 London Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				15/01/18
Erection of hoarding with signage.				

Sevenoaks Town Council recommended approval.

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00045/HOUSE	Louise Cane 06-02-2018	Cllr Mrs Parry	Mr Clayton 01634 578340
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Nadarajah			32 Robyns Way	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/01/18
Conversion and extension to create bungalow into a two storey dwelling - to include raising of the roof height to incorporate a new first floor and two storey side extension, new roof and dormers & alterations to fenestration.				

Sevenoaks Town Council recommended approval.

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00061/FUL	Mr M Mirams 08-02-2018	Cllr Raikes	N Thompson 01689 8363
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs D Barratt			129 St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/01/18
Erection of a two storey side and rear extension and conversion of roof to provide 3no apartments and associated works.				

Sevenoaks Town Council recommended approval.

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00067/HOUSE	N Sargant 05-02-2018	Cllr Piper	Mr De Pascalis 760712
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr Matson		Timbers	65 Oakhill Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				16/01/18
Erection of a residential swimming pool with integrated pool house to rear of property.				

Sevenoaks Town Council recommended refusal on the following grounds:

- The proposal would create a noise disturbance
- loss of amenity to neighbouring properties
- An unneighbourly development

Planning Applications Considered

Applications considered on 29-1-18

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00078/HOUSE	N Sargant 06-02-2018	Cllr Canet	Mr Scoble 01489 567727
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Mower			18 Madison Way	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/01/18
Demolition of existing detached garage and construction of new detached garage following subsidence damage.				

Sevenoaks Town Council recommended approval.

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00080/HOUSE	Louise Cane 09-02-2018	Cllr Piper	Mr Goodhew 779580
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Jones			15 The Rise	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				22/01/18
Side and rear extensions with associated landscaping. Loft conversion to habitable space with dormers. Solar panels. New bike/ bin store.				

Sevenoaks Town Council recommended refusal unless the side dormer overlooking the south is plain obscure glazed level 5 and fixed shut as it overlooks the neighbour at no.17.

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00109/FUL	Mr M Holmes 08-02-2018	Cllr Busvine	Mr J Haskins 452200
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr Bowles		Land North Of	58A The Drive	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/01/18
Demolition of existing garage. Erection of a new apartment block of five flats with ancillary parking.				

Sevenoaks Town Council recommended approval subject to the arboricultural officer being satisfied that the tree plan, including the loss of 1 tree, is acceptable and subject to the planning officer being satisfied the development is in keeping with the residential character area assessment.

Planning Applications Considered

Applications considered on 29-1-18

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00158/OUT	Mr M Mirams 09-02-2018	Cllr Clayton	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Adeleye (Brentfield Home		Summerhill	Seal Hollow Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/01/18
Outline application for demolition of existing dwelling and construction of 2 replacement dwellings with some matters reserved.				

Sevenoaks Town Council recommended refusal on the following grounds:

- the development of the drive is detrimental to the RCA designation of rural lanes (area H03), and contrary to the inspectors recommendation in appeal APP/G2245/A/08/2084881
- it would restrict implementation of the planting scheme along the drive, imposed in the 2015 permission, to protect residential amenity and the character of the area, and to meet the inspector's recommendation,
- it would conflict with the condition imposed on the 2015 permission to rescind an earlier outline permission for two houses on Summerhill when two large houses were built on Dawning, to protect residential amenity
- the proposed outline houses are larger than those for which permission was rescinded (by the applicants choice to build the 2015 Dawnings permission) to protect residential amenity, and so at least as intrusive
- both houses overlook, from the front windows, the garden and main living rooms of Salterns to the south, adversely affecting residential amenity

13	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00165/FUL	S Mitchell 09-02-2018	Cllr Hogarth	Coleman Anderson 01892
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr P Dabner		Susans	135 -137 St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				22/01/18
Provision of 6 x 1 bed flats and 1 x 2 bed flats by conversion, extension and refurbishment of shops, rear extension of first floor flats and conversion with extension of loft space. Installation of dormers.				

Sevenoaks Town Council recommended refusal due to the loss of retail space and concern over a lack of sufficient car parking in the St Johns and St James car parks.

Planning Applications Considered

Applications considered on 29-1-18

14	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00176/FUL	Mr M Mirams 09-02-2018	Cllr Piper	Mr P Grattan 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Sharma			7 Brattle Wood	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/01/18
Demolition and erection of new detached house with integral garage and reconfiguration of rear garden in stepped terraces.				

Sevenoaks Town Council recommended approval

15	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00178/FUL	Mr M Mirams 12-02-2018	Cllr Parry	Offset Architects 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr T Gotts		Land South East Of	4 Hawkes Place	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/01/18
Erection of two storey dwelling.				

Sevenoaks Town Council recommended refusal as the proposal would constitute overdevelopment and be unneighbourly.

16	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00181/FUL	N Sargent 09-02-2018	Cllr Busvine	Mr Williams 07792213793
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr S Moon (Mobile Street)			124 High Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/01/18
Renovation of existing shop front including replacement signage and a new window and door perpendicular to the street frontage.				

Sevenoaks Town Council recommended approval subject to confirmation the new signage will be externally illuminated.

17	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00182/LBCALT	N Sargent 09-02-2018	Cllr Busvine	Mr Williams 07792213793
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr S Moon (Mobile Street)			124 High Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/01/18
Renovation of existing shop front including replacement signage and a new window and door perpendicular to the street frontage.				

Sevenoaks Town Council recommended approval subject to confirmation the new signage will be externally illuminated.

Planning Applications Considered

Applications considered on 29-1-18

18	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03425/FUL	S Mitchell 31-01-2018	Cllr Raikes	Mr James 004420740380
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Regal Care Homes Ltd		Alpine Residential Home	10 Bradbourne Park Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/01/18
<p>Demolition of the existing 24 person care home and the erection of 16 care flats together with associated communal facilities, matters of access and car parking on this site.</p> <p>SE/17/03425/FUL - Amended plan</p> <p>Revised off-street parking layout to include ambulance parking bay.</p>				

Sevenoaks Town Council recommended refusal on the following grounds:

The proposal would be out of keeping with neighbouring properties and excessively bulky resulting in the development being injurious to the street scene

Overdevelopment of the site

Proposals are contrary to guidance set out in the residential area character assessment SPD

Under provision of car parking spaces in a particularly congested area of Town, especially during the morning and evening school run.

19	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03502/MMA	Mr M Mirams 05-02-2018	Cllr Canet	N Thompson 01689 8363
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
ICG Construction		St Johns Ambulance Brigade	Chatham Hill Road	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				16/01/18
<p>Minor material amendment to application 17/00683/FUL for Demolition of existing buildings; erection of 8no. residential apartments and associated works including car parking, cycle and refuse stores and landscaping scheme showing amendments to fenestration including materials and finishes, balconies on eastern elevation, incorporation of lift shaft, lift over-run and reduction of car parking spaces, internal layouts.</p> <p>SE/17/03502/MMA - Amended plan</p> <p>Amended proposal description:</p> <p>Minor material amendment to application 17/00683/FUL for Demolition of existing buildings; erection of 8no. residential apartments and associated works including car parking, cycle and refuse stores and landscaping scheme showing amendments to fenestration including materials and finishes, balconies on eastern elevation, incorporation of lift shaft, lift over-run, increase in length and width of proposed building with revised internal layouts and reduction of car parking spaces.</p>				

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 29-1-18

20	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03565/HOUSE	Louise Cane 31-01-2018	Cllr Parry	P Mallion 01227 786900
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
P Gabriel & A Granziera			3 Stafford Way	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				11/01/18
<p>Single storey rear and side extensions, replacement windows and side porch.</p> <p>SE/17/03565/HOUSE - Amended plan</p> <p>Plans have been amended to show the change to the proposed materials.</p>				

Sevenoaks Town Council recommended approval.

21	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03908/HOUSE	N Sargant 06-02-2018	Cllr Mrs Walshe	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs F Bowes			1 Holly Bush Lane	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/01/18
<p>Partial Demolition of brick wall. Erection of a single storey extension to the east elevation with rooflights. Erection of garage, dropped kerb and creation of new driveway and highway crossover. Installation of gates.</p>				

Sevenoaks Town Council recommended refusal on the following grounds:

- The proposal would intrude into the setting of the “important grouping” in the Conservation Area, which includes the adjacent listed buildings, thus conflicting with saved policy EN23 of the Sevenoaks District Local Plan and the NPPF.
- The proposal would harm the integrity of the Conservation Area and the character and appearance of the locality by reason of the confused design and inappropriate architectural treatment, together with two new gates breaking through the old wall along Holly Bush Lane. This would conflict with saved policies EN1 and EN23 of the Sevenoaks District Local Plan, Policy SP1 of the Sevenoaks Core Strategy, and the NPPF.
- The proposal comprises a cramped development which would represent significant overdevelopment of the site and would lack adequate amenity space for any future residents, thus conflicting with saved Policy EN1 of the Sevenoaks District Local Plan.
- The proposal would constitute an undesirable form of development in that it would harm the residential amenities of nearby residents, especially no.2 Park Lane, and thus be contrary to Saved Policy EN1 of the Sevenoaks District Local Plan.
- This proposal would create a fresh dwelling on land which would amount to “garden grabbing” and thus be contrary to the NPPF.

- The stretch of wall affected has been added to the Sevenoaks Local List

Planning Applications Considered

Applications considered on 29-1-18

22	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03909/FUL	Mr M Holmes 05-02-2018	Cllr Raikes	Miss Ellicott 0207089267
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Miss K Mear		Premier Inn	103 Hitchen Hatch Lane	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				18/01/18
Installation of 3 x LED spotlights on the west elevation and 6 x LED spotlights on the south elevation of the building.				

Sevenoaks Recommended approval subject to the planning officer being satisfied there will be no adverse impact on neighbouring properties or the environment, especially the neighbouring Mews development.

23	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04027/FUL	Mr M Holmes 05-02-2018	Cllr Raikes	Miss Heap 02035441999
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms J Wilson (Enterprise Rent-A-Car)		St Johns Hill Car Park	St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/01/18
Proposed change of use of the existing car park to a vehicle rental business (sui generis) including erection of small office, the provision of a car valet area and the provision of new signage.				

While Sevenoaks Town Council would support the retention of a car hire business in the Town, it objects to the proposed location, recommending refusal until such time that Sevenoaks District Council have carried out a full assessment of current and future parking needs for the car park, taking into account current and future residential development in the area. It was noted that many recent residential developments in the surrounding area have been permitted on the understanding that there is vacant capacity in the St James and St Johns car parks.

24	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04028/ADV	Mr M Holmes 05-02-2018	Cllr Raikes	Miss Heap 02035441999
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms J Wilson (Enterprise Rent-A-Car)		St Johns Hill Car Park	St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/01/18
2 x fascia signs, 2 x entrance and 1 x "wayfinding" sign.				

While Sevenoaks Town Council would support the retention of a car hire business in the Town, it objects to the proposed location, recommending refusal until such time that Sevenoaks District Council have carried out a full assessment of current and future parking needs for the car park, taking into account current and future residential development in the area. It was noted that many recent residential developments in the surrounding area have been permitted on the understanding that there is vacant capacity in the St James and St Johns car parks.

Planning Applications Considered

Applications considered on 29-1-18

25	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04054/HOUSE	N Sargant 02-02-2018	Cllr Mrs Walshe	Mr Clark 07976916197
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Freedman		Cedar End	Cedar Terrace Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				15/01/18
First floor front extension and remodelling of roof from pitched to hipped with front and rear gables, front and rear dormer windows along with internal alterations. Weatherboard cladding to first floor, rear balcony and changes to fenestration.				

Sevenoaks Town Council recommended approval subject to the conservation officer being satisfied with details of the fenestration, balcony, and materials.

26	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04056/CONVAR	Mr M Holmes 05-02-2018	Cllr Busvine	Mr Wells 01634 786728
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr E Marsh		Land Adjacent To Tubs Hill Hou	London Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				15/01/18
Variation of condition 2 (materials) and 7 (approved plans) of 16/02830/FUL for erection of 2 mews style dwellings with associated parking and landscaping with amendments to materials, layout, parking arrangements, elevations, fenestration.				

Sevenoaks Town Council recommended approval.

27	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04058/HOUSE	H Pockett 30-01-2018	Cllr Eyre	Mrs Austin 07866962268
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Sindall		Romany	100 Oakhill Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				11/01/18
Infill the porch. Retain existing roof over porch area. Addition of chimney.				

Sevenoaks Town Council recommended approval.

28	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/04059/HOUSE	Holly Pockett 05-02-2018	Cllr Schneider	Mrs Austin 07866962268
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Hogan			31 Eardley Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				16/01/18
Erection of a single storey rear extension. Infill Porch. Alterations to fenestration.				

Sevenoaks Town Council recommended approval.

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Department
for Transport

Proposals for the Creation of a Major Road Network Consultation

Moving Britain Ahead



December 2017



Department
for Transport

Proposals for the Creation of a Major Road Network Consultation

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1. Foreword

**The Rt Hon
Chris Grayling MP**
Secretary of State for Transport



Our industrial strategy sets out how we are building a Britain fit for the future, creating a stronger, fairer and more productive economy that will allow us to prosper in the world. A central foundation of that productivity is infrastructure, the essential underpinning of our lives and work. Delivering our industrial strategy needs transport investment to connect people and businesses, and to move goods efficiently to their market. This will raise productivity and improve quality of life across our regions.

The Government is already acting on this – allocating over £61 billion in capital investment for transport infrastructure up to 2020/21. A large proportion of this spending will be on the rail and strategic road networks – routes which carry the highest volumes of traffic and where any delays impose high costs. Highways England and Network Rail are completing vital schemes which improve journeys for rail passengers, road users and freight operators, such as the construction of the new A556 dual carriageway that bypasses the communities of Tabley, Mere and Bucklow Hill which opened in March of this year.

To give our economy an even stronger boost, to unlock housing and to relieve communities overwhelmed with traffic we see a strong case for increasing investment on the most important roads currently managed by local authorities. We have built on the work of the Rees Jeffreys Road Fund report, *A Major Road Network for England*.¹ This consultation

document now puts forward proposals for creating a network of England's most important routes which complement our motorways and strategic trunk roads.

We propose to create a Major Road Network, of approximately the same mileage as the network for which Highways England is responsible. We propose to create a specific new funding stream which will be dedicated to investing in this network and raising the performance standards which motorists experience on it. The Government cannot deliver this programme in isolation; involving local and regional interests will ensure that the improvements are of most value to the economy. This consultation document seeks views on our plans for defining the major road network, investment planning and the criteria for eligibility and assessment.

Improving the roads in this network will enable more reliable travel for road users, more certainty over freight deliveries and more capacity for the journeys which are the lifeblood of our economy. This investment can improve quality of life by opening up land to allow much-needed housing and the development of bypasses to relieve communities of intrusive traffic.

Your responses will help identify how, through this initiative, we can seize this opportunity to deliver the best outcomes for road users and unlock wider benefits for our economy.

¹ <http://www.reesjeffreys.co.uk/wp-content/uploads/2016/10/A-Major-Road-Network-for-England-David-Quarmby-and-Phil-Carey-Rees-Jeffreys-Road-Fund-October-2016.pdf>

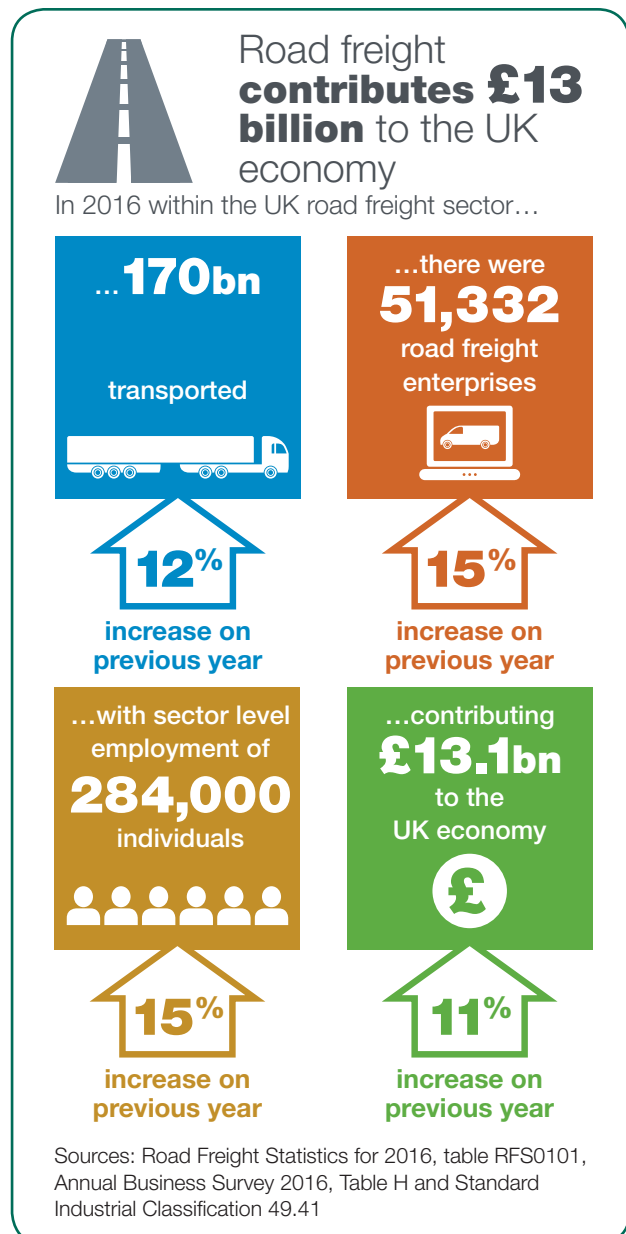
2. Executive Summary

Earlier this year, the Transport Investment Strategy was published. This set out how the Government is responding to today's transport challenges through transport investment, delivering the Industrial Strategy, while putting the travelling public at the heart of transport decision-making.

As part of the Strategy, the Government committed to creating a Major Road Network (MRN) across England. This consultation outlines the Government's proposals for this network and seeks views on its core principles, the definition of the network, investment planning, and eligibility and investment assessment.

In creating this network, the Government has five central policy objectives. These are:

- **Reduce congestion** – alleviating local and regional congestion, reducing traffic jams and bottlenecks.
- **Support economic growth and rebalancing** – supporting the delivery of the Industrial Strategy, contributing to a positive economic impact that is felt across the regions.
- **Support housing delivery** – unlocking land for new housing developments.
- **Support all road users** – recognising the needs of all users, including cyclists, pedestrians and disabled people.
- **Support the Strategic Road Network (SRN)** – complementing and supporting the existing SRN by creating a more resilient road network in England.



Consultation Focus

This consultation seeks views on three major themes: how to define the network; the investment planning process; and a set of eligibility and investment assessment criteria. In putting forward our proposals, we set out that the MRN will:

- Form a consistent, coherent network, alongside the SRN, to allow better coordination of road investment.
- Provide funding certainty to roads in the network through use of the National Roads Fund, and raise standards and performance across the new network.
- Provide clear roles for local and regional partners, who will support the Government to develop and deliver MRN schemes.

Defining the Network

The Government is proposing to shape the MRN using both an objective analytical basis, and local knowledge and requirements. To help respondents in providing their views, a map of an indicative MRN has been published as part of this consultation.

The consultation seeks views on the criteria being used to define the network. We propose:

- To use current traffic data as the starting point by which to identify those roads that should be considered for inclusion in the MRN.
- To use qualitative criteria in order to create a coherent and consistent network.
- To take into account evidence from local and regional partners concerning regional variations.
- To include, where appropriate, previously de-trunked roads.

- To review the MRN every five years in line with the existing Road Investment Strategy cycle.

Spinnaker Tower, Portsmouth



Executive Summary

The Government is proposing roles for local, regional and national bodies to support long-term strategic thinking about the investment needs of the MRN. While Ministers will be the ultimate decision-makers for the MRN Programme, the Government will look to local and regional bodies to work together to develop and prioritise packages of interventions for consideration.

This consultation seeks views on the nature and scope of these roles and how the Investment Programme for the MRN is developed and refreshed. We propose that:

- Local authorities and Sub-national Transport Bodies (STBs), or regional groups will develop Regional Evidence Bases that will include an assessment of the network and identification of priority corridors.
- Regional Evidence Bases will inform the development of the MRN Investment Programme.
- The Investment Programme will be reported on periodically, with both the Investment Programme and Regional Evidence Bases updated every two years.
- There will be a role for Highways England to support local, regional and national bodies involved in the MRN Programme.

Eligibility & Investment Assessment Criteria

MRN funding should target significant interventions which offer transformative solutions to the most economically important local authority 'A' roads, as well as providing value for money for the taxpayer. These solutions will include, but are not limited to, bypasses, major renewal work, major junction improvements, use of technology and the widening of existing MRN roads.

This consultation seeks views on the following proposals:

- MRN schemes will only be considered if they seek funding in excess of £20 million, up to a maximum ceiling of £100 million, and are supported by a local contribution.
- The investment assessment criteria used to assess MRN schemes will be based on the MRN objectives:
 - Reduce congestion
 - Support economic growth and regional rebalancing
 - Support housing delivery
 - Support all road users
 - Support the SRN



3. How Our Roads Are Currently Managed

England's existing road network consists of the Strategic Road Network and the Local Road Network (LRN). The SRN and LRN are funded and managed differently. However, users do not distinguish between the two networks when making journeys, and rightly expect a seamless experience.

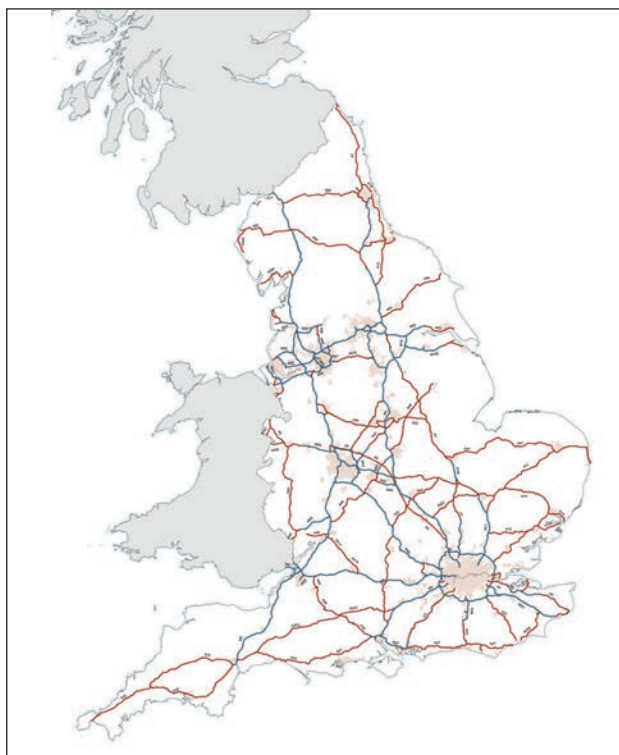
The Strategic Road Network

- Comprises nationally significant roads which connect the main centres of population. These roads provide access to major ports, airports and inter-modal freight terminals and the main cross-border routes to Scotland and Wales.
- Is the busiest part of the road network consisting of 4,400 miles (2% of our road network), but carrying a third of traffic and two thirds of HGV traffic.

The Local Road Network

- Consists of 184,100 miles of road, 98% of the entire road network.
- Responsibility is split between 153 local authorities (LAs).

Strategic Road Network Map



● Key Route Networks:

- Are being developed by combined authorities for their area – in order to improve the management of local roads.
- Will be a network of local roads identified as strategically important to the growth of the economy.
- Provide a city region-wide approach to managing strategically important roads, which allows for more efficient maintenance and action to reduce congestion.

Funding

The Local Road Network

LAs are funded to maintain their local road networks with sustained grant funding and other incentive-driven competitive schemes totalling £6.2 billion between 2015 and 2021. This is chiefly made up of the **Highways Maintenance Fund** and the **Pothole Action Fund**. £1.55 billion has also been allocated over the same period for small local roads schemes from the **Integrated Transport Block**.

Additional funding streams have been created to provide support to the local road network:

- The Department for Transport contributed £7 billion to the **Local Growth Fund** (LGF), to meet priorities set by Local Enterprise Partnerships (LEPs).
- The **Large Local Majors Fund** was launched in 2016 and provides funding for capital schemes that are too large to be funded from the regular LGF allocations to LEPs. It supports road and non-road schemes, such as tram extensions.
- £244 million has been awarded to LAs from the **National Productivity Investment Fund** to deliver small projects.
- At Autumn Budget 2017 a £1.7 billion **Transforming Cities Fund** was created

The Strategic Road Network

- The SRN is managed by Highways England and its funding is determined by Government through the statutory Road Investment Strategy (RIS) cycle.
- We are now mid-way through the first £15.2 billion RIS and have started planning for the second period beyond 2020.
- The RIS effectively provides long-term funding certainty to facilitate delivery, increase efficiencies and enhance capacity for the SRN, while supporting wider Government objectives including growth and productivity.
- Analysis from the Government's first RIS indicates that there can be significant value for money from investments in major road schemes.
- Through boosting the productivity of local economies and improving journey times for businesses and commuters major road schemes produce an average benefit of over £4 for every £1 spent.²



4. Opportunities to Improve

The SRN carries one third of England's traffic, despite only accounting for 2% of all roads by length. It was in recognition of the critical importance of the SRN that the Government moved to put funding for the SRN on a stable, long-term footing through the Highways England reforms. Building on this, the Rees Jeffreys (RJ) Road Fund Report highlighted a further set of economically important roads that deserve a similar level of attention to the SRN.

The RJ Report recognised the success of the 'roads reform' of the SRN, drawing links between the effective regime for delivering

opportunities a similar approach could bring for LA 'A' roads.

The RJ Report highlighted that:

- These roads need to cater for an even broader mix of users than the SRN, including small businesses, commuters, manufacturers, freight, leisure and tourism.
- Many of these regionally important roads cross numerous LA boundaries. Their management can be inconsistent as different LAs take different approaches to different stretches of the same road. They require more consistent and coordinated management than the rest of the LRN.
- As part of the LRN, these significant LA 'A' roads do not receive the benefits of long-term funding certainty and efficiencies provided by RIS. There would be benefits in considering an investment planning pipeline across this network of LA 'A' roads.

- The entire road network would work more effectively if a portion of the National Roads Fund (NRF) were to be dedicated for LA major roads as well as the SRN. This would help close the funding gap between the two sets of roads.

These findings were central to the Government's decision, announced as part of its Transport Investment Strategy, to develop proposals for the MRN. This work is discussed in more detail in the following sections of this document.



5. A National Major Road Network

Introduction

In July 2017 the Department published the Transport Investment Strategy. This set out the Department's priorities and approach for future transport investment decisions. It described:

- Our investment in transport infrastructure.
- The priorities that will guide future investment decisions.
- The institutional frameworks within which those decisions will be taken.
- The actions we are taking to help us meet our ambitions.

This included how transport investment can deliver a stronger, fairer Britain – with priority for projects which cut congestion, support growth, boost Britain's global competitiveness, help rebalance the economy and unlock new housing. The creation of a MRN across England is a key step in the delivery of the strategy.



Objectives

The priorities identified by the Transport Investment Strategy are central to delivering a stronger, fairer Britain. These priorities form the backbone of the five MRN objectives:

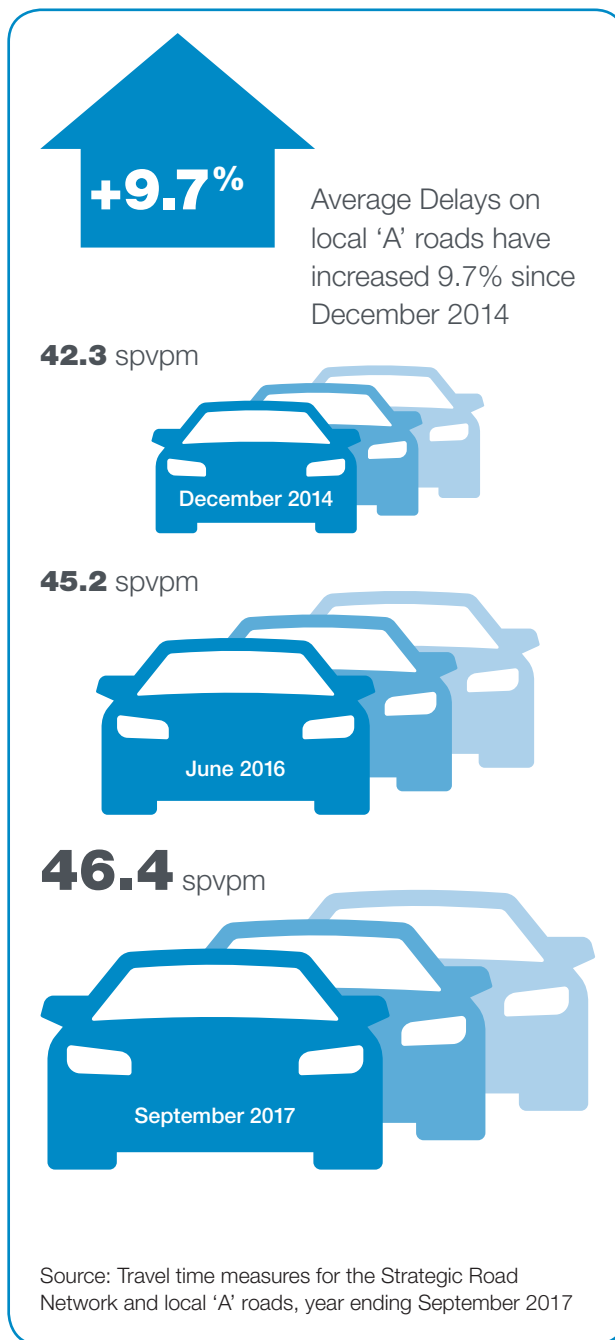
Reduce Congestion

Congestion creates delays and bottlenecks on heavily-used routes, and has a far-reaching economic impact.

- The RIS estimated that the year 2040 could see congestion on the SRN costing the freight industry £37 billion, and each household spending an average of 16 hours stuck in traffic a year.³
- Delays on local A-roads are significantly longer than on SRN roads.⁴

We need to upgrade and enhance the local road network, making it better able to cope with demand by adding capacity to reduce congestion and crowding. MRN investments will make journeys more comfortable and reliable for users, and make possible new trips that were previously impractical due to frequent or unpredictable delays.

Tackling congestion can also bring about environmental and safety improvements. Managing congestion needs to be environmentally sustainable, and solutions are not limited to adding extra miles of tarmac, but can also include making road layouts more efficient, or investing in the way the network is managed.



3 Road Investment Strategy: 2015-2020.

4 <https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a->

Support Economic Growth & Rebalancing

Investment in our road network can better connect people and businesses to markets, boosting economic activity and productivity. This makes places more attractive to businesses and people, encouraging further investment. By improving the capacity, reliability, safety and connectivity of the network, road investment facilitates journeys for people and businesses and improves economic performance.

The Transport Investment Strategy set out our objectives and priorities for ensuring that regional rebalancing is taken into account as a part of transport investment decisions. This included making sure investments reflect the needs and priorities of different areas, taking into account the balance of spending between different regions and assessing investments for their contribution to rebalancing. We have recently published a new Rebalancing Toolkit and associated business case guidance which together are



designed to improve the focus, quality and transparency of 'rebalancing' evidence in investment decision-making and ensure that evidence is applied more consistently. We will consider how this new guidance will apply to the MRN programme as it is developed.

Over 16 billion miles were driven on local authority 'A' roads by vans and lorries in England in 2016



3.5bn lorry miles

Source: Road Traffic Estimates for 2016, table TRA4205

Support Housing Development

We face an immense challenge to provide the houses that will support communities to grow sustainably. The Government's housing white paper recognises that transport infrastructure is key to unlocking development and delivering places people want to live. Road schemes can create new links between communities and workplaces to deepen local labour markets, connect housing developments to the network, provide new routes on city and commuter networks or contribute to creating places that promote wellbeing through the management of congestion or provision for public transport. MRN investment decisions will include consideration of how proposed schemes will unlock land for housing developments, and help to improve how transport is planned for new developments from the outset.



Support All Users

The MRN offers us the opportunity to support the needs of all road users. Proposals to improve the MRN, particularly through town and village centres, should consider the needs of both motorised and non-motorised users. In bringing forward proposals for improvements to the MRN, we will expect the needs of all users, including cyclists, pedestrians and disabled people, to be considered and benefits for them delivered as part of the solutions proposed.



Support the SRN

In practice the LRN and SRN appear as one network, with users passing seamlessly from one to the other. To support users' journeys and ensure a seamless transition between the two networks, MRN investments will also focus on improving flows between the SRN and the MRN and providing resilience to the SRN via the MRN during disruption or planned closures.



Case Study: Norwich Northern Distributor Road

The Department is providing £77.5m towards the cost of a 14 km dual carriageway route from the A47 Postwick Junction around the east and north of Norwich to a junction with the A140. Norfolk County Council is separately funding its extension to the A1067

and future housing and employment growth in Norwich. There is no northern bypass and no satisfactory routes for traffic to bypass this part of the city. Traffic therefore has to come into the city on radial routes and use the congested Inner Ring Road to reach the A47. The central road network is not designed (being medieval) to provide for significant car traffic.

The Norwich Northern Distributor Road is expected to reduced congestion on radial routes and the Norwich Outer Ring Road and prevent rat-running on inappropriate routes to the north of Norwich which have caused environmental problems. This scheme will help unlock the delivery of up to 10,000 new houses and 95 hectares of employment land, (largely for office employment) leading to the creation of around 12,200 jobs. Schemes similar to the Norwich Northern Distributor Road could be funded from the MRN in the future.



6. Our Proposals

This consultation and the questions it asks focus on the key decisions that will form the basis for the creation of a MRN in England. This includes the core principles that have guided our work to date and the three major areas of the MRN Programme around which this consultation is based:

- Defining the Network
- Investment Planning
- Eligibility & Investment Assessment Criteria

The detail of our proposals and the questions posed are set out in the following pages.



MRN Core Principles

In order to deliver the objectives previously described, we believe there are a number of fundamental principles that must be at the heart of our plans for the MRN and its programme of investment.

Increased Certainty of Funding

The creation of the MRN, and use of the National Roads Fund, needs to provide a long-term funding stream, secured across a number of years. This will enable investment planning and the creation of a MRN pipeline of investments, which over time will raise the standard and performance of the network.

A Consistent Network

The MRN must be consistent across England. To achieve this, it must be defined via a set of criteria and centrally agreed, with the final decision on inclusions resting with the Secretary of State. Its size must also ensure that an improvement in performance can be achieved across its entirety. Local and regional bodies will play a key part in developing and applying the criteria in their areas. This consultation, and the indicative network it sets out, is the first step in the engagement required to agree the MRN.

A Coordinated Investment Programme

Many of the regionally important roads that will form the MRN cross numerous LA boundaries. This means that their management and prioritisation can vary across their length. MRN roads, whilst remaining the responsibility of LAs, should benefit from a more coordinated programme of investments.

LAs will remain responsible for the roads included in the MRN. However, to bring more joined-up focus on investment planning to these important roads we are setting out proposals as part of this consultation for how local, regional and national bodies will work together to deliver the MRN Programme.

A Focus on Enhancement & Major Renewals

MRN funding needs to bring about improvements in standards and performance across the network. Investments will therefore focus on enhancements or major renewal schemes. The day-to-day maintenance of the MRN will remain the responsibility of individual highways authorities with separate funding through existing arrangements. It is a guiding principle of the MRN that local highways maintenance funding should not be adversely affected by the creation of the MRN.

Strengthening Links with the Strategic Road Network

The RIS and MRN Programmes should not act in isolation. Both networks will play a key role in users' journeys and users should expect a seamless transition between the two. In developing the MRN, we will need to recognise its links with the SRN and ensure that the two programmes of investment are complementary. We expect regional bodies such as STBs to play a crucial part in ensuring that the two programmes are aligned.

Do you agree with the proposed core principles for the MRN outlined in this document?

1



Defining the Network

The extent of the network must strike a balance between capturing the most economically important regional roads and ensuring that its size is appropriate, enabling investments that can drive an improvement in performance across its entirety.

The definition of the MRN has already been the subject of detailed work by the RJ Report. Prospective STBs have also been developing proposals for networks within their areas. In developing proposals for the MRN, we have considered these pieces of work and the approach they took. It was clear that, as set out in our core principles, a consistent approach must be taken to defining the MRN across England.

Any definition must make the best use of local and regional knowledge to ensure that the most economically important roads are captured. To strike this balance appropriately, we are proposing the use of both quantitative and qualitative criteria to define the MRN. This approach ensures two things:

- The network is coherent, i.e. more than just a set of fragmented sections of road.
- The network has a sound, objective analytical basis, yet also has the flexibility to factor in local knowledge and requirements.

Our proposed use of quantitative and qualitative criteria to define the MRN is set out in more detail here.

Quantitative Criteria

Following analysis and quality assurance, we have concluded that the quantitative criteria used by the RJ Report are appropriate for defining the MRN. We therefore propose that traffic flow levels be used to identify an initial set of roads to be considered for inclusion in the network.

We propose that two criteria should be used:

- Roads where traffic flow is greater than a defined level.
- Roads where traffic flow is greater than a defined level (but lower than in criteria 1), and in addition, the proportion of HGV/LCVs⁵ on that section of road is also

Average Annual Daily Flow (AADF).⁶

The first criterion factors in particularly heavily trafficked roads, while the second factors in roads that are of particular economic importance for transporting goods. As discussed further on page 24, this stage only identifies a set of individual road sections as candidates for inclusion. These then require further work to create a coherent network.

⁵ Light Commercial Vehicles.

⁶ For more information on AADF please see here: <https://www.dft.gov.uk/traffic-counts/about.php>

We believe that the use of traffic data is the most robust way of identifying candidate roads for inclusion in the MRN. We have considered other possible criteria, such as congestion data. However, our analysis showed that the use of this data was not consistent with our wider objectives for the MRN, for example by failing to capture the full range of regional roads that play a vital role in supporting the country’s economy.

Using the latest data to define a network

The network in the RJ Report was based on the road network and traffic levels in 2014. The Department intends to update this in the final network following consultation, to ensure that it is based on the latest available data.

Current vs. projected traffic levels

We do not propose to use projected traffic levels in an attempt to ‘future-proof’ the network. This is because there are numerous projection scenarios, insufficient certainty to choose between them, and the choice of scenario used will influence the final network. Published traffic projections present averages for particular regions and road types but they do not relate to individual roads. Using these averages to project traffic changes on specific sections of road adds further uncertainty. We therefore propose to use ‘current’ traffic levels to define the final network. We also recognise the need to ensure that the network remains relevant and up to date, and reflects changes to local economies such as new housing developments, business parks and transport hubs. Our plans for refreshing the network periodically are laid out on page 26.



De-trunked Roads

Between 2001 and 2009 Government took the decision to de-trunk a number of roads, removing them from the SRN and the management of Highways England’s predecessor. This was done so that LAs could fully integrate the management and improvement of these roads with land use planning and local transport plans. Given these roads have historically been deemed of national interest we propose to include them, where appropriate, within the MRN.

To what extent do you agree or disagree with the quantitative criteria outlined and their proposed application?

Our Proposals

The MRN cannot be defined by quantitative criteria alone. This would fail to recognise local and regional characteristics and would produce a series of fragmented road links across the country. In order to define a coherent network, a series of qualitative criteria also needs to be applied.

This was an approach that the RJ Report also used to define their network. As with the quantitative approach outlined above, we propose to adopt the qualitative criteria used by the RJ Report, with some additions to better reflect the national objectives that we have already set out. These proposed qualitative criteria are:

Ensuring a Coherent Network: The MRN must be consistent and coherent across the country when considered alongside the SRN. In order to achieve this we propose the following:

- Adding links to join up stretches of road that meet the traffic thresholds to form continuous sections of road.
- Removing isolated links and those that form part of a corridor where most links did not reach the traffic thresholds.

Linking Economic Centres: Ensuring that major conurbations, airports, ports and other significant economic centres are connected via the MRN. This includes:

- Connecting all towns/cities with a population greater than 50,000.

- In specific circumstances we will consider using the MRN to connect economic centres with a population below this threshold. For example, towns that contribute substantially to the economy in peripheral areas.
- Connecting all major ports, airports and key transport hubs not already linked by the SRN.

Access to/Resilience for the SRN: As per our objectives, a key consideration in defining the MRN should be its interplays with the SRN, both in terms of access between the two and improving resilience if one should experience disruption or require long-term works.

Whilst the MRN will interact with locally defined Key Route Networks, we do not believe that this should be a factor in defining the MRN as a result of the different roles performed. As a regional network the MRN will principally connect different economic centres, whilst KRN support connections within single economic centres.

To what extent do you agree or disagree with the qualitative criteria outlined and their application?

3





M60 intersection with the A580

Indicative MRN

To support responses to this consultation we have developed and published, alongside this consultation document, an indicative map.⁷ This is largely derived from our work on the RJ Report, with some refinements and the addition, where appropriate, of those roads de-trunked between 2001 and 2009. Whilst this map is representative of how we would expect a future MRN to look, it is important to stress that it is not the final proposal. Further work will be required following consultation to refine the criteria based on the responses received and apply them to the latest traffic data. As part of this process we intend to undertake further engagement with local and regional bodies on the emerging network before publishing a final, agreed network.

Refreshing the MRN

It will be important for the MRN to remain relevant and reflect the latest data and changes to economic centres and road use. However, this must be balanced against the need to provide a stable platform on which the MRN Investment Programme can be delivered.

Through the RIS cycle the Department considers, at regular intervals, proposals for changing the extent of the SRN by trunking or de-trunking roads. We will make decisions about the appropriate shape of the SRN and MRN in a joined-up way to ensure that both networks are consistent, coherent and complementary.

We propose to review the MRN every five years to coincide with the existing RIS timetable. This will involve updating and

reviewing the data that are used and engagement with all bodies involved in the delivery of the MRN programme.

Have both the quantitative and qualitative criteria proposed in the consultation document identified all sections of road you feel should be included in the MRN?

4

Have the quantitative or qualitative criteria proposed in the consultation identified sections of road you feel should not be included in the MRN?

5

Do you agree with the proposal for how the MRN should be reviewed in future years?

6

⁷ The indicative map produced to support this consultation can be found at maps.dft.gov.uk/major-road-network-consultation

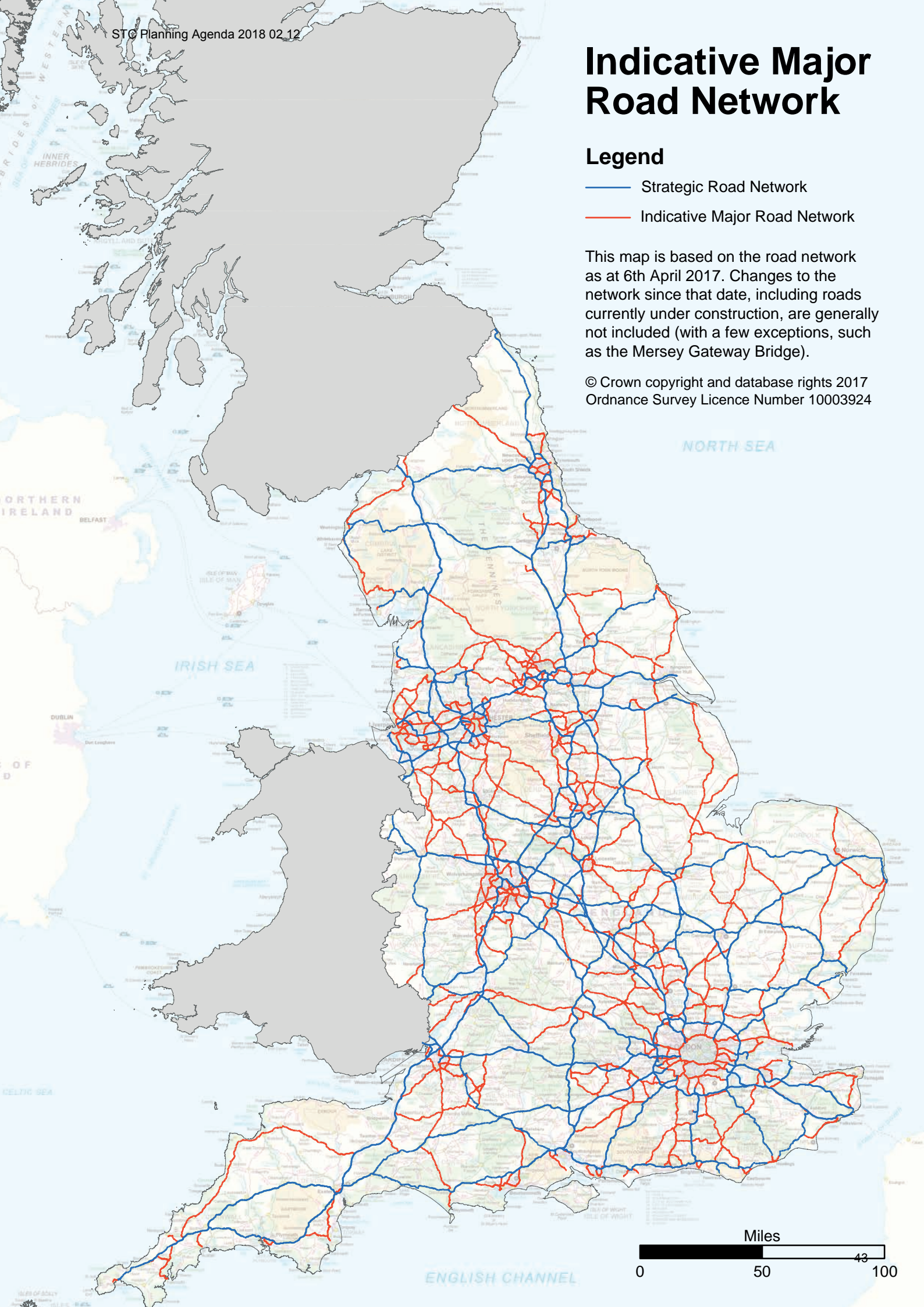
Indicative Major Road Network

Legend

- Strategic Road Network
- Indicative Major Road Network

This map is based on the road network as at 6th April 2017. Changes to the network since that date, including roads currently under construction, are generally not included (with a few exceptions, such as the Mersey Gateway Bridge).

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Investment Planning

The creation of the MRN should support long-term strategic consideration of investment needs in order to make best use of the targeted funding that will be made available from the National Roads Fund and deliver the best possible result for the user.

The important national and regional role played by roads included in the MRN means that individual LAs cannot plan investments in isolation, nor can decisions be completely centralised at either a regional or national level. As set out in the core principles section of this document we propose that, alongside the local role of highways authorities, there needs to be a strong regional focus for investment planning within a consistent national network. This is not only about LAs working more closely together, many already do, it is also about looking at these roads and the network they form from a regional and national perspective. This is something that at present individual LAs are not necessarily incentivised to do.

The creation of the MRN does not mean that its roads need to become the responsibility of a single organisation, and we are not proposing any changes to current LA responsibilities. Our objectives for the MRN can be achieved through an increased focus on these roads at all levels, local, regional and national. This will avoid unnecessary upheaval and retain local accountability. By working together on investment planning for the MRN in their region, areas can develop a long-term strategic approach to the improvement and enhancement of the MRN.

A Regional Evidence Base

STBs, where they exist, are best placed to carry out this important strategic role for the MRN. They are bodies designed to enable regions to speak with one voice on strategic transport planning and the skills and expertise that they are developing will be vital in delivering our objectives for the MRN. Where STBs have yet to be formed, such as in the East and South West of England we propose that LAs and LEPs should, in consultation with the Department, form agreed regional groups to manage this work, ideally using existing mechanisms. In London we envisage that TfL would take on this role.

We propose that STBs or regional groups would be responsible for developing a Regional Evidence Base which would be the basis for the development of a national MRN Investment Programme. Where STBs exist we expect that the Regional Evidence Base would be developed from the existing Statutory Transport Strategies for which STBs are responsible.

The Regional Evidence Base would be evidence based and should not be limited to performing a mechanical sifting exercise. As a minimum, the Department would expect them to comprise the following:

- An assessment of the overall condition of the existing network and its performance.
- The identification of network-wide issues and priority corridors.

- Analysis of potential region-wide solutions and the development of specific interventions to tackle the issues identified over at least a 5 year period, although we expect and encourage STBs or regions to look beyond this in their strategic planning.
- An assessment of the potential sequencing of the schemes identified.

First and foremost, the role of a Regional Evidence Base is to provide the data on which future investment decisions can be made. The documents should therefore be data led and underpinned by rigorous analysis. Guidance will be issued by the Department to support STBs and regions in the development of their evidence base and we would expect STBs and regions to work together and with the Department to ensure that, as far as possible, there is a consistent approach across the MRN Programme.

The Regional Evidence Bases would be assessed and prioritised across England by the Department and, in consultation with the regions, developed into an Investment Programme which would be approved by Ministers.

Our aspiration is for LAs and LEPs to work together within their regions, and with the Department at a national level, to better understand the needs of the MRN and plan investments accordingly. The aim is to develop the best possible evidence base to enable investments that will deliver an improved network and better outcomes for users.

The MRN Programme

The proposed process for the MRN programme is:

- The Department will issue guidance to regions on the development of Regional Evidence Bases. As well as supporting regions this will ensure that nationally important policies are reflected and that there is a consistent approach across England.
- Engagement at a regional level would allow the Department and bodies such as Highways England to provide support to both LAs and STBs / regional groups in the development of the Regional Evidence Bases.
- Based on the analysis of evidence, initial scheme proposals for investment would be put forward by LAs for inclusion in the Regional Evidence Base. These would be assessed and prioritised at a regional level, and developed into a coherent regional package before being submitted to the Department. We would propose to give regions flexibility on how they design and manage this part of the process.
- The Department, in consultation with the evidence provided to allow a nationwide MRN Investment Programme to be created.
- Once schemes are in the MRN Investment Programme LAs, in consultation with their region, would be responsible for their continued development. The Department will be responsible for individual scheme approval at Outline Business Case (OBC) stage and beyond.

Our Proposals

- The Department will report on the MRN Investment Programme to reflect the progress made by individual schemes and the latest decision making.
- The MRN Investment Programme, and the Regional Evidence Bases from which it is formed, will also be updated every two years to allow for evidence to be refreshed and for new schemes to enter the programme.

We are proposing that the inclusion of schemes in Regional Evidence Bases is done when schemes are at an early stage, (broadly Strategic Outline Business Case). We do not believe that it would be a good use of money to develop OBCs for all schemes that might be submitted for consideration. In developing and agreeing the MRN Investment Programme, the Department will consider a moderate degree of over-programming to allow for schemes that either fail to demonstrate value for money or to progress to OBC stage as quickly as expected.

Following the launch of the MRN Programme during 2018, we will consider whether there is a need to identify schemes for early entry to the MRN Investment Programme.

To what extent do you agree or disagree with the roles outlined for local, regional and national bodies?

7

What additional responsibilities, if any, should be included? Please state at which level these roles should be allocated.

8

Do you agree with our proposals to agree regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist?

9

Are there any other factors, or evidence, that should be included within the scope of the Regional Evidence Bases?

10

Case Study: Morpeth Northern Bypass

£21m of DfT funding helped deliver the last section in the A1 - South East Northumberland link road, the Morpeth Northern Bypass. The 2.4 mile single carriageway bypass will relieve congestion in Morpeth as well as improve links to development sites in the town and in the surrounding area, including Blyth and Ashington.

In the future, the MRN could support schemes similar to this £32m bypass which opened in 2017. The Morpeth Northern Bypass improves highway capacity and will reduce traffic congestion in and around Morpeth and provide access to allocated development sites. It will help create over 5,300 jobs across South East Northumberland and between 1,700 and 3,000 jobs in Morpeth and open up large areas north of Morpeth for development of housing and employment land.

Funding

MRN funding will principally be focused on the development and delivery of schemes accepted for development to OBC as part of the MRN Investment Programme. The Department recognises that the development of Regional Evidence Bases will require additional work on the part of regions and their constituent local authorities, especially where there is no existing structure in place. We intend to work with regions and local authorities post consultation to understand better the potential requirements.

In the case of successful schemes, the Department's funding for their delivery would be fixed with the relevant local authority responsible for its effective delivery. As with other Government investment programmes where works are delivered by local authorities, we propose that there should be a requirement for local contributions towards the final cost of the scheme. This will act as an important incentive to ensure that the agreed scheme is delivered to programme and budget.

The Role of Highways England

A core principle of the MRN Programme is to bring more coordinated planning to these important roads. Given Highways England's experience in road investment planning and the need to ensure a seamless transition between the SRN and MRN we propose that Highways England, the body responsible for running the SRN, should also have a role in the MRN Programme.

Highways England, as the manager of the SRN, has a good track record on scheme development and delivery as well as the ongoing management of its network. They already have existing relationships with LAs on the development and delivery of road

schemes as well as on interactions between the local and strategic networks. In some cases this has seen LAs deliver schemes funded by Highways England, whilst in other cases the company has provided support to authorities in the delivery of schemes on their networks. The creation of the MRN offers the opportunity to build on and where necessary improve these existing relationships and take advantage of the skills and expertise Highways England have to support the delivery of the MRN Programme, while recognising that delivery of the RIS is their primary focus.

This role could include:

- **Programme Support:** Highways England could have a role in the governance of the MRN Investment Programme advising the Department on the development of the MRN pipeline and its interactions with the SRN, and providing wider support as needed.
- **Analytical Support:** Highways England could support the Department in analysing the Regional Evidence Bases in order to prepare advice to Ministers on the MRN Investment Programme.
- **Cost Estimate Support:** Highways England could support the Department in assessing scheme cost estimates.
- **Delivery Support:** Highways England could support, if required, LAs in the delivery of agreed MRN schemes. This could include advising LAs on design and

to take advantage of economies of scale that may be available.

Do you agree with the role that has been outlined for Highways England?

Eligibility & Investment Assessment Criteria

Eligibility

The Department does not intend to replace existing funding streams such as formula funding for Highway Maintenance or Integrated Transport Block funding which may be directed to any LA roads including the MRN network.

For that reason, we propose that funding to improve and enhance the MRN should be targeted towards significant interventions that will transform important stretches of the network.

We propose that only proposals for contributions of £20 million or over will be considered for MRN funding.

As we want this fund to benefit all areas of the country and produce an improvement for users across the network we would expect that most funding requests would not exceed £50 million. Where there is a strong case we would be willing to consider scheme proposals requiring higher contributions, up to a maximum of £100 million.

To get the best value for money, regions and local authority promoters should work to minimise scheme costs through scheme optimisation and the securing of third party contributions, alongside local contributions.

Types of scheme that will be eligible for funding

- **Bypasses** or other new alignments to alleviate congestion in villages and towns and make through journeys quicker, safer and more reliable. In these cases MRN status would normally transfer from the old through route to the new bypass once complete. (Schemes for bypasses centres to benefit communities, for example through traffic calming and facilities for pedestrians and cyclists).
- **Missing Links** – new roads that link existing stretches of the MRN or SRN, for example a link between two radial routes on the edge of a town, or the final quadrant of a ring road that already circles three quarters of a town or city.
- **Widening of Existing MRN roads** where there is a known congestion pinch point or safety risk. This could include dualling and could be on or offline.
- **Major Structural Renewals** on roads, bridges, tunnels and viaducts on the MRN, where significant work needs to be done to renew the carriageway or to prevent closure or punitive weight restrictions. Such schemes will play a big part in raising the standard of the MRN.
- **Major Junction Improvements** such as grade separation that would improve the performance, flow or safety of the MRN. These could be junctions that link the MRN to the SRN or to other local roads.

Do you agree with the cost thresholds outlined?

12

- **Variable Message Signs, Traffic Management and the Use of Smart Technology and Data** to raise the performance of defined stretches of the network across a region for the benefit of users will also be considered for funding through the MRN Programme.
- **Packages of Improvements** along a stretch of road, or corridor where a known issue has been identified. Such a package may include elements of safety, widening, junction improvements and new alignment. In these cases, although the scheme may be composed of physically distinct elements, the package as a whole must have a coherent and compelling strategic case that is greater than the sum of its parts. As with renewals, these packages would play a crucial part in raising the standard of the MRN.

Case Study: A13 Widening

This £79m scheme will widen the 3.5km A13 Stanford-le-Hope Bypass from two to three running lanes in each direction.

The A13 corridor in Thurrock links the nationally significant port infrastructure of Tilbury and the new London Gateway Port with the M25 and London. The main objective of the scheme is to increase highway capacity on the A13 in order to reduce congestion and remove constraints to development. This will help unlock the full potential of the corridor to deliver some 4,400 jobs and 700 homes.

The project is scheduled to be complete by spring 2020. Once established, the MRN may support similar road widening schemes.



Exclusions

MRN funding will be focused on interventions that improve the roads defined as part of the MRN. We would not propose to provide funding for the following categories of scheme:

- Schemes on roads which are not on the MRN but simply have a single physical connection to the MRN would not automatically be eligible for funding. Such schemes would only be considered if a compelling case is made that the scheme would have a significant positive impact on the MRN or, in the case of a new road, that it would meet the criteria for being considered part of the MRN once complete.

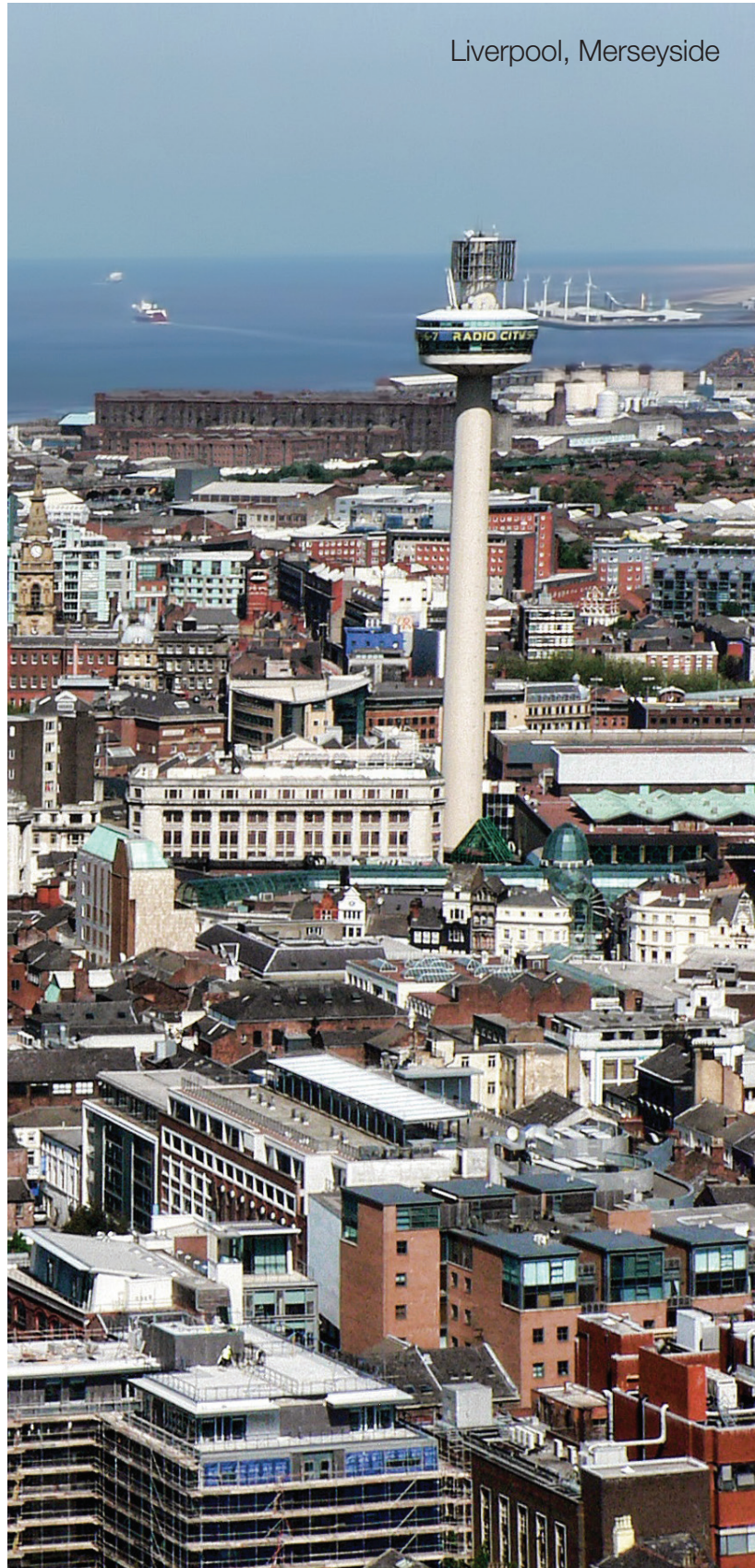
Schemes that are wholly on the SRN will not be considered for MRN funding unless there is a compelling case that the benefit is of a distinct local sub-national nature that would not warrant consideration through the Roads Investment Strategy process.

- Public transport enhancements, except where these are included as part of a wider intervention and their inclusion can be shown to support MRN objectives.
- Bids for non-specific LA wide packages or funding pots to cover general improvement of all MRN roads in an area will not be considered.

Do you agree with the eligibility criteria outlined?

13

Liverpool, Merseyside





Programme we are proposing that a clear set of criteria be developed. These support the Government’s overarching objectives for the MRN Programme whilst providing local and regional bodies the flexibility to develop proposals that support the delivery of local and regional objectives.

We propose that these criteria should be as follows:

Objective	Criteria
Reduce Congestion	<ul style="list-style-type: none"> ● Alleviate Congestion ● Environmental Impacts <ul style="list-style-type: none"> – Improve air quality and biodiversity – Reduce noise and risk of flooding – Protect water quality, landscape and cultural heritage sites
Support Economic Growth & Rebalancing	<ul style="list-style-type: none"> ● Industrial Strategy: Support regional strategic goals to boost economic growth ● Economic Impact: Improve ability to access new or existing employment sites ● Trade & Gateways Impact: Improve international connectivity, e.g. access to ports & airports
Support Housing Delivery	<ul style="list-style-type: none"> ● Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity
Support All Road Users	<ul style="list-style-type: none"> ● Deliver benefits for non-motorised users, including cyclists, pedestrians and disabled people ● Safety Benefits: Reduce the risk of deaths/serious injuries for all users of the MRN
Support the SRN	<ul style="list-style-type: none"> ● Improve end to end journey times across both networks ● Improve journey time reliability ● Improve SRN resilience

Do you agree with the investment assessment criteria outlined?

14

In addition to the eligibility and investment assessment criteria described what, if any, additional criteria should be included in the proposal? Please be as detailed as possible.

15



Interaction with the Road Investment Strategy

Investment in the Strategic Road Network is managed through the RIS. In 2016, the Government set out the aims and processes of the next strategy (RIS2), and in December 2017 the Government opened a consultation on the evidence gathered to support the next RIS.

The MRN and RIS are designed to complement one another, and decisions about investment will be made in an integrated way. Highways England already plays an important role in setting RIS2, and will take on a significant role in shaping the MRN programme as well.

The RIS allows for investment away from the SRN in locations where this has a substantial effect on the quality of journey that this network provides. This means that in some cases it is possible that the RIS may invest in the MRN or wider local road network (just as the MRN fund may invest in the SRN in cases where there is a strong sub-regional benefit that would not play as decisive a role in the RIS). However, for the most part, the Government expects investment on the MRN to be funded primarily through the MRN Programme, and integration between the networks to be handled by the cooperation and coordination of the different investment programmes.

Is there anything further you would like added to the MRN proposals?

7. Annex A – Consultation Questions

Core Principles

Do you agree with the proposed core principles for the MRN outlined in this document?

1

Defining the MRN

To what extent do you agree or disagree with the quantitative criteria outlined and their proposed application?

2

To what extent do you agree or disagree with the qualitative criteria outlined and their application?

3

Have both the quantitative and qualitative criteria proposed in the consultation document identified all sections of road you feel should be included in the MRN?

4

Have the quantitative or qualitative criteria proposed in the consultation identified sections of road you feel should not be included in the MRN?

5

Do you agree with the proposal for how the MRN should be reviewed in future years?

6

Investment Planning

To what extent do you agree or disagree with the roles outlined for local, regional and national bodies?

7

What additional responsibilities, if any, should be included? Please state at which level these roles should be allocated.

Do you agree with our proposals to agree regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist?

9

Are there any other factors, or evidence, that should be included within the scope of the Regional Evidence Bases?

10

Do you agree with the role that has been outlined for Highways England?

11

Eligibility & Investment Assessment

Do you agree with the cost thresholds outlined?

12

Do you agree with the eligibility criteria outlined?

13

Do you agree with the investment assessment criteria outlined?

14

In addition to the eligibility and investment assessment criteria described what, if any, additional criteria should be included in the proposal? Please be as detailed as possible.

15

Other Considerations

Is there anything further you would like added to the MRN proposals?

16

8. How to Respond

The consultation period runs for 12 weeks, from Saturday 23rd December 2017 to Monday 19th March 2018. Please make sure that your response reaches us before the closing date as we will not be able to consider responses received later.

You are invited to respond to the consultation online at:

<https://www.gov.uk/dft#consultations>

Alternatively, you may send your response by email to: MRNconsultation@dft.gsi.gov.uk

Or by post to:

MRN Consultation
Department for Transport
2/15 Great Minster House
33 Horseferry Road
London
SW1P 4DR

When responding, please tell us whether you are acting as an individual member of the public or representing the views of an organisation or group. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of its members were assembled. Please include your contact details if you would like to be informed when the response to this consultation is published.

If you would like further copies of this consultation document, or to receive it in a different format, you can contact us using the methods described above.



The Department will analyse consultation responses following closure of the consultation.

A formal consultation response will be published on gov.uk during summer 2018.

The Department will continue to engage with both local and regional bodies to support the finalisation of an MRN Programme to be launched in summer 2018.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Consultation Principles

The consultation is being conducted in line with the Government's key consultation principles. Further information is available at:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
Department for Transport
Zone 1/29 Great Minster House
London SW1P 4DR.

Email consultation@dft.gsi.gov.uk

Page Number	Submitter	Comment	Notes	Approved (y/n)
3	Linda Larter	<p>Executive Summary to be produced at final stage to emphasise:</p> <ul style="list-style-type: none"> • Why being produced, vision, to create excitement • Walking & cycling (opportunity new and future) • Tarmac site inc benefits • Bat & Ball regeneration • Cultural emphasis 		
5	Charles George	<p>Express reference should be made in para 1.1 to the fact that the Neighbourhood Plan (just as much as the Local Plan) forms part of the statutory development plan in accordance with which planning applications normally fall to be determined (see s.38(3) and (6) of the CP&PAct 2004).</p> <p>Para 1.1 is surely incorrect. Neighbourhood Plans do NOT become “a part of the Local Plan”.</p>		
6	Linda Larter	Add to last paragraph. Mention positive feedback from SDC consultation on Local Plan issues and Options with regards to northern Sevenoaks masterplan.		
9	Linda Larter	Change the picture of knole in bottom right corner, not attractive.		
9	Tony Clayton	Should also mention that in addition to Sevenoaks residents commuting to London, many people commute into Sevenoaks from Medway Towns and further afield (because many local workers cannot afford to live here)		
10	Elizabeth Purves	<p>Page10. Flemish weavers settled in the 14 th Century. Is this correct? Source? Papermaking. No, papermaking was centred on the Darent River in Shoreham. Coal extraction. No. Coal mining was in East Kent. Iron smelting. Incorrect.</p> <p>Knole House construction between 1456 and 1486. I am not sure this is correct, Archbishops of Canterbury owned the house, but I don't think they actually built it.</p> <p>Shambles provided accommodation for labourers working on the Knole estate. Where is the source for this statement? .Tradesmen lived in the Shambles above their shops. The Shambles from Medieval times was a market area with a slaughter house, fish and meat stalls and various other trades. 1841 Census</p>		

		lists iron mongers, tailors, butchers, fish mongers, inn keepers, laundresses, living there. Land to the north. Add Wildernesse estate, but delete the word manor houses. Acknowledgement of Anckorn photo of Greatness House.		
11	Geoff Brown	what is labelled as The Vine is in fact just the Vine Gardens		
11	Elizabeth Purves	Page 11. Heritage. Give nationally listed documents by Historic England, a capital L, so as to distinguish them from locally listed buildings.		
11	Simon Raikes	Slightly pedantic maybe, but the picture of the narrows is captioned as the approach to the town centre on High Street. Strictly speaking I think it is known as the Upper High Street, though I stand to be corrected. The other point is that the photo shows traffic flowing from the town centre, not approaching it as implied by “approach to the town centre” in the narrative.		
11	Tony Clayton	The middle picture isn't High St, as captioned, it's London Road - on the same page the reference to walking routes in Sevenoaks should make clear there are very few pavements in southern residential areas, which makes walking hazardous, and in older parts of the north of Sevenoaks there are dense populated streets with no pavements (eg Hartslands, Bethel, Prospect roads and a few others)		
12	Linda Larter	Change clockwise from top text. 'Sweet Chestnut avenue in Woodland Rise thought to date from 1509; Sevenoaks Wildlife Reserve; Waterloo Limes on Wildernesse Avenue planted in 1815; site of King Edward VII Oaks on The Vine and the Seven Oaks on Tonbridge Road		
12	Simon Raikes	states that gravel extraction provided the legacy waterbody etc at Bradbourne Lakes. My understanding was that Bradbourne Lakes were ornamental, created for fish or for water storage for the original Bradbourne estate and had nothing to do with gravel extraction. They are certainly not deep enough for that.		
12	Tony Clayton	Views to the surrounding country are particularly spectacular from open spaces like The Vine, Quakers Hall Allotments, Hollybush recreation ground; the number of open spaces distributed through the town make a major contribution to its character		
14	Geoff Brown	St. Pancras International must be publicised as being directly accessible from Bat and Ball station (pp14 and 70.) The line provides an uninterrupted route from Sevenoaks to the terminus, with seats available at any time and with no		

		need to navigate the Underground with heavy luggage during a time-consuming transfer across London from, for example, Charing Cross		
14	Elizabeth Purves	Transport and movement. Add problems of Pollution. Encouragement of Travel Plans and installation of electrical charging points. . Walking. Narrow or no pavements in places		
14	Simon Raikes	Cllr Clayton and I have already pointed out to Hugo that the centre picture is of London Road, not the High Street		
16	Elizabeth Purves	Page 16. Arts and cultural facilities. Add the Space at Sevenoaks School and the Ship Theatre at Walthamstow Hall School. Sports and Recreation. Add sports facilities (which are available for hire) at Sevenoaks and other schools.		
16	Tony Clayton	In the Community infrastructure section there is no reference to the big increase already planned for the number of school students in Sevenoaks - which is bringing new facilities but is also a key driver of the need for safer streets; with at least 2,000 additional school students in Sevenoaks all through the day it will become increasingly important for them to be able to get around safely		
17	Elizabeth Purves	Page 17. Delete the word "potential" consideration of 20 mph in residential areas. Development and Housing. Add need to provide Affordable Housing. There is a proven shortage of Affordable housing in Sevenoaks and this fact needs to be highlighted.		
17	Tony Clayton	- the draft should drop ' potential' from the 20mph policy for 'Movement and Public Realm'; this policy is now established in neighbouring villages like Seal to protect residential roads, and there are no good reasons for not using it in similar areas in Sevenoaks. - Development and Housing needs to include the objective which was explicitly discussed and agreed as an objective earlier in the process to enable more people who work in Sevenoaks to live in the town		
19	Elizabeth Purves	Page 19. Strong sense of community. Add volunteering. Walkable town with a network of safe walking and cycle routes. I can not agree with this statement. Pavements are often narrow or non existent (eg Seal Hollow Road where the pavement disappears and exceedingly dangerous to cross into Knole Park through the Hole in the Wall entrance), and a pedestrian crossing is needed in Dartford Road where it is difficult/ dangerous to cross. Are there any cycle routes? I would not call the route to Trinity School a cycle route.		

19	Simon Raikes	4 th para refers to a unique and rich natural environment for both active sports and quiet contemplation. I am not sure about the reference to Greatness Lake (though maybe this comes under the heading of vision), but was slightly surprised to find no mention of the Vine (trees, gardens and views of North Downs) or Hollybush and Raleys.		
19	Tony Clayton	Most of this is 'building on strengths', developing characteristics which the town already has; but safe walking and cycling routes need to be highlighted as an objective that will need fundamental change; the changes will include approaches to traffic management and walking / cycling infrastructure.		
19	Roger Walshe	Line 2 The town is not in the Downs but on the Greensand Ridge - presumably this refers to the AONB.		
21	Tony Clayton	Objective 5 should include 'to protect and improve' existing open spaces Objective 15 should include a reference to meeting the needs of people who work in Sevenoaks (at present we have, as a town, one of the lowest ratios of local jobs filled by local residents)		
23	Charles George	It is confusing to have both Aims and Policies. Surely BOTH are policies. Revise para 4.1 etc. Careful attention needs to be given to the wording of policies: Suggest avoid policies that "The Neighbourhood Plan will..." or "The NP supports..." Suggest sole use of "will" rather than some "musts" (eg Policy D2) Change wording of policies such as L5 "Support improvement..." (better "Support will be given" as in E1) D1 is oddly worded ("Generally, development to be supported...")		
24	Charles George	More detail needed on "formal design review process" (Aim C4). Surely there should be a policy to require that all significant planning applications are submitted to such design review at as early a stage as possible? Is the design panel to consist primarily of trained architects?		
24	Elizabeth Purves	Page 24. Aim C2. Is it not the District Council rather than the Town Council who will prepare guidance on the treatment of locally listed buildings?	Sevenoaks Town Council were approached by the District Council conservation officer with	

			a request to develop such guidance. This request was put to the Steering Committee who agreed.	
24	Simon Raikes	under the policy EN4 paragraph, Residential Character Areas Assessment should be Area (i.e. not plural). Also I would have thought there would be a reference to the Local List, the larger part of which has been approved by SDC. It is slightly inconsistent in that there is reference to it in the ADMP above		
26	Simon Raikes	Policy C6 – Recognised local landmarks include St Johns Church on St Johns Hill. Which one? St Johns URC at the top, or St John the Baptist (also known as St John’s) on the corner of Quakers Hall Lane and St John’s Hill?		
27	Charles George	More detail needed on what sort of new development is envisaged by Policy C8, especially at The Vine and London Road/High Street Junction.		
27	Simon Raikes	Policy C8 – I cannot identify Greatness Road as a gateway, a point made at the meeting by Gill Paterson I think. It may also appear elsewhere in the same context		
27	Gill Patterson	<p>One of the gateways is listed as <u>Greatness Road</u>. This is a short cul-de-sac so unlikely to be a gateway. <i>Figure 2.3: Road hierarchy</i> on p 15 (also <i>Figure A9</i> on p 69) has the gateways clearly marked, matching the list on p 27 (Policy C8) with one exception: Seal Hollow Road is marked on the map but not listed. Although its junction with Seal Road (A25) has traffic lights with a dedicated feeder lane from the east towards the town, the top end is narrow and unsuitable for large vehicles.</p> <p>Alternatively, <u>Greatness Lane</u> may have been intended, but is not marked on Figure 2.3. It is not in itself a gateway as it runs north into Greatness and its natural continuation towards the town is Hospital Road, which has a no-entry sign. However it is close to the Bat & Ball junction, where St John’s Hill leads into the town.</p> <p>Linda Larter has mentioned that the particularly unsightly pavement forecourt outside the One Stop Shop/Post Office is already included in the enhancement proposals, but this is not specified in the list of ‘areas the public would like to see improved’ on p 26 of the Plan. Cllr Piper has suggested that any comments on the Plan should appear in writing or they might be overlooked.</p> <p>As a resident of Greatness I would be grateful for clarification on the status of my residential area within the Plan. I realise that few Town Councillors with the</p>	Throughout the NDP process the area has been identified as a ‘gateway’ requiring significant improvement. This can be reviewed at this stage.	

		possible exception of Cllr Schneider would have occasion to visit this corner of Sevenoaks by foot, but many cars are forced to wait alongside the neglected forecourt while queueing for the Bat & Ball junction, and visually it displays a lack of care in sharp contrast to the rest of the town.		
27	Roger Walshe	Policy C8 The inclusion of the Vine and the Fountain junction does not seem appropriate on a list of places calling for new enhancing development.		
28 - 30	Tony Clayton	The objectives and aims are good as far as they go, however the green infrastructure section indicates all the green open spaces but only offers protection to a few. The Plan should aim to protect all the existing open spaces in the town because of their importance to its character. This includes the parks, gardens and existing allotments.		
29	Gill Patterson	Please include Greatness Millpond in this section. I realise it is owned by SDC but as the Plan is to be presented to them, it would be good to flag it up as an existing open space, especially after much recent work was done to make it accessible to the public. It is of a piece with the Greatness Recreation Ground and Millpond Wood both of which are mentioned in the Plan, and contributes as much to the character and history of Sevenoaks as Bradbourne Lakes, as it was the principal swimming pool for Sevenoaks before the Eardley Road baths were built. It is now a small nature reserve with resident mallard and moorhen.		
31	Linda Larter	Change picture text to 'allotments are popular in the town ' not district		
31	Geoff Brown	On p31 the addition of just seven words ("and maintain the Quakers Hall Lane site") to the footnote to Policy L6 will give an extra veneer of protection to a green 11-acre town asset which, for all its statutory designation as an allotment, must be seen as increasingly vulnerable to developers because of its position. There can be no reason not to add the phrase to the Plan.		
31	Elizabeth Purves	Page 31. The Town Council will support provision of additional allotments at Bradbourne Vale Rd. There are already vacancies on the allotments. If the Quaker Hall Allotments are to be retained, why should we need more	Anticipated increase in population and higher density properties with smaller gardens.	
31	Elizabeth Purves	Page 32. Darent Valley Railway. What is all this about?		
31	Roger Walshe	Policy L6 It is important that the Town Council should remain committed to preserving the long- standing allotments in Quakers Hall Lane, an important 'green lung' in the town.	The Town Council operates many facilities which are important to the Town and not listed in the NDP which is regarding new proposals.	
32	Simon Raikes	first line right hand column – should be feasible, not fesible!		

32-37	Tony Clayton	<p>The objectives of encouraging walking and cycling are excellent, but to achieve them will require more ambition than is evident in the draft:</p> <ul style="list-style-type: none"> - the first change which is essential is to recognise that the 'cars first' approach of the District and County councils is incompatible with making the streets safe enough for more people to walk or cycle - it is also essential to recognise that the level of pollution generated at key points in the town's road network, the High Street, Riverhead, Bat & Ball and points on the A25, breaks safety limits; this is dangerous to local residents, and makes walking and cycling unpleasant. It needs to be tackled if walking and cycling are to be encouraged - Safer streets, in which more people (especially young people) feel confident to walk or cycle will require traffic management (eg 20mph) and infrastructure (safe routes / improved crossings) to create a network across the town. The network will need to extend beyond the commercial centre into residential areas, and to connect residential areas to schools. - Car parking proposals should avoid bringing yet more traffic into residential areas or into conflict with pedestrian and cycling routes - Transport interchange improvements should include better live information on buses and trains, so users know when the next bus / train is coming, and where it is going - Improving life for walkers in most streets in south Sevenoaks, and in some older parts of north / central Sevenoaks where pavements are missing 		
33	Simon Raikes	<p>Policy M4 – I know there was support in the initial consultation responses for the introduction of 20 mph limits, but there was a report recently from either Southampton or Portsmouth (doesn't matter which, I believe they both came up with a similar finding) that following the introduction of the limits accident rates had actually increased. This seems counter intuitive and safety campaigners will no doubt come up with lots of examples of the opposite. However I believe we should be cautious in ensuring that we are not adopting a policy which may have the opposite effect in Sevenoaks to that which we are hoping for. I think we also need to ensure that it will not have an adverse effect on air quality as a result of people being obliged to drive in a lower, more polluting, gear in order to maintain the lower speed. I am not saying the policy should be removed, but I do believe there should be a caution included in the policy. We may find that as a result of the Southampton and Portsmouth experiences that more research is being conducted. The authority reporting has found itself with speed limits that are having an adverse effect on safety which it finds to be prohibitively expensive to reverse and is therefore stuck with it.</p>		
34	Charles George	<p>Policy M7 needs more detail of what is envisaged.</p>		

34	Roger Walshe	Policy M9 It is unfortunate that the preliminary work by the Transport Sub-Committee has not been properly taken into account, nor the later comments by the group on the 'Integrated Transport Strategy'. (attached) The following additional policy is suggested: The Neighbourhood Plan recognises the importance of limiting traffic movements within the narrow streets in the centre of the town, already identified with air pollution (see p.68), and accordingly will support the reintroduction of Part-and-Ride arrangements for the town	All work by the Sub Committees have been taken into account during the process.	
35	Charles George	Policy M11 is confusing in suggesting "shared surfaces" everywhere, whereas only appropriate in certain locations.		
35	Gill Patterson	Although the Northern St Johns neighbourhood centre has been drawn to exclude the Bat & Ball junction and the west end of Seal Road, I hope you will still be able to list these in the references to sub-standard crossing facilities and narrow footways. As the A25 is a major trunk road there is little chance of conditions being improved here unless the land on the southern side of the road could be developed as a footway, but it is worth recording.		
37	Simon Raikes	Policy E4 – in the blue box we have Holly Bush. I thought it was one word. This is not the only place it appears.		
37	Gill Patterson	Policy E4 (with p 87 <i>Figure A23: Employment areas</i>) refers to Northern St Johns as a neighbourhood centre. I would like the boundary of this area to be redrawn to include Sevenoaks Hospital and the two shops and their forecourt on the NW corner of Seal Road/Greatness Lane. The Hospital, while we currently have it, is an integral part of the town. The One Stop Shop contains the only Post Office north of the town centre, and is accessed by a Pelican crossing on Seal Road, joining it naturally to the St John's shopping area. Greatness does not appear in any of the enhancement proposals in the Plan apart from references to its Recreation Ground and the potential of developing the Tarmac Quarry. Extending the concept of Northern St Johns to include the two shops and Post Office would go some way towards recognizing Greatness as being part of Sevenoaks.		
37	Roger Walshe	When considering pedestrian crossings specific mention should be made of the urgent need for a crossing over Dartford Road just north of the 5-way junction with Vine Court Road and others.		
38-21	Tony Clayton	Needs recognition of the important role of schools (private and public) as providers of high quality performance and cultural space.		
39	Linda Larter	Highlight that the quote came from the clinical commissioning group.		

41	Roger Walshe	The plan suggests the creation of a cultural quarter in the centre of the town. However there is no mention of the cultural assets in different parts of the town, such as within Knole Academy, Sevenoaks School and Walthamstow Hall School.		
42	Elizabeth Purves	Page 42. Sports and Recreation. Add sports facilities (which are available for outside hire) at Sevenoaks and other schools.	Detailed in the Sports Strategy Appendix.	
44-51	Tony Clayton	The section on housing needs to say more about how to cater for people who work in Sevenoaks but cannot currently find affordable housing to live here. This is important for key workers in public services - health, education, public protection etc - as well as in important areas of the town's economy. Unless this is tackled Sevenoaks will cease to be a cohesive community, its economy will become detached from its resident population, and traffic problems will continue to worsen. Affordable homes to rent are the most threatened sector of housing provision, to enable more people who work in Sevenoaks to afford to live here. To ensure that affordable housing is delivered in the plan, it will be necessary: - for affordable housing provision to be enforced as part of all eligible commercial developments - for any green belt land released for housing development to include a significant proportion zoned for affordable housing.		
46-48	Roger Walshe	It is suggested that the Tarmac site should be considered for extensive housing development (600 homes). This would be a serious incursion into Green Belt land, conditioned to return to its original state when mineral extraction is eventually completed. One of the most important purposes of the Green Belt is to maintain the separation of settlements. The proximity of this site to the villages of Seal, Kemsing and Otford to the north-east of the town should rule out any such development. It would be much wiser to consider any possible sites to the south-west, where there are no nearby settlements		
48	Elizabeth Purves	Page 48. Add to residential mixed use, to include small units and Affordable housing.		
49	Charles Geroge	Page 49, should not there be a reference to the need to redevelop Sites 9 and 10 at the earliest opportunity, by use of compulsory powers if necessary? In the case of Site 9 should there not be a reference to the site's role in respect of the wider station area? Page 49 more detail needed as to criteria for Site 12 (relationship to Stag and cultural centre – key landmark site)		
50	Elizabeth Purves	Page 50. Again, add Affordable housing.		

50	Simon Raikes	Policy D2, 3 rd bullet point – “suit” instead of “suite”		
50	Roger Walshe	The glaring shortage of housing category – Affordable Homes to Rent. This needs to be recognised as the highest priority in any fresh residential development in the town and should be targeted in cooperation with local housing associations.		
53	Elizabeth Purves	Page 53. Uppe High Street. Last para. Priority for this area is to simply preserve its special qualities. Add something about the negative impact of heavy vehicles using this as a through route.		
54	Elizabeth Purves	p. 54. Historic development. Same comments as Page 10.		
59	Elizabeth Purves	Page 59. Change majority to many (unless the majority are definitely in Conservation areas).		
59	Simon Raikes	Slightly pedantic maybe, but the picture of the narrows is captioned as the approach to the town centre on High Street. Strictly speaking I think it is known as the Upper High Street, though I stand to be corrected. The other point is that the photo shows traffic flowing from the town centre, not approaching it as implied by “approach to the town centre” in the narrative.		
60	Elizabeth Purves	Page 60. 3 rd para. Incorrect. What about Wilderness Mount area. Sevenoaks Residential Character Assessment Area F03, . Kennedy Gardens. K02.		
60	Simon Raikes	The RCAA does not cover the town centre because it fell outside the brief as it was commercial rather than residential. However the Local List is designed to give a degree of protection to a variety of assets which fall outside the conservation areas, as well as specific ones within them. I think it is also worth noting that the RCAA also seeks to preserve significant views (e.g. the North Downs) identified within the SPD		
62	Simon Raikes	states that gravel extraction provided the legacy waterbody etc at Bradbourne Lakes. My understanding was that Bradbourne Lakes were ornamental, created for fish or for water storage for the original Bradbourne estate and had nothing to do with gravel extraction. They are certainly not deep enough for that.		
68	Charles George	A6 Transport and Movement surely needs some policies on movement of vehicles? (page 68 is insufficient on its own, but perhaps points the way). In particular all development proposals with any potentially significant traffic movements need to be accompanied by a traffic assessment (to avoid the problems we are now faced with in relation to the new secondary schools).		
69	Simon Raikes	Cllr Clayton and I have already pointed out to Hugo that the centre picture is of London Road, not the High Street		
70	Geoff Brown	St. Pancras International must be publicised as being directly accessible from Bat and Ball station (pp14 and 70.) The line provides an uninterrupted route from Sevenoaks to the terminus, with seats available at any time and with no		

		need to navigate the Underground with heavy luggage during a time-consuming transfer across London from, for example, Charing Cross.		
70	Elizabeth Purves	Page 70. Bus. Rather than just say Sevenoaks is served by a large number, add that The Local Plan Authority Monitoring Report 2016/7 states that Sevenoaks is served by 26 buses (including school buses) with varying frequency.		
70	Tony Clayton	<p>- Rail section should mention that we face the loss of direct services to Hastings, and halving of the direct services to Tunbridge Wells which will reduce the value of the service to our nearest large economic centre in Kent, and make travel harder for school students</p> <p>- bus section should make clear use of the bus services are limited by poor coordination, and even worse service information. Most people in Sevenoaks do not know when buses run or where they go, and better live information is an essential partner for an improved environment (and much cheaper!)</p> <p>- The 'wide network of walking routes' referred to is not well connected to the town centre or to schools. Breaks in pavements (Seal Hollow Road) or their complete absence (many roads in south Sevenoaks, several in Hartslands) make the routes inaccessible</p>		
71	Elizabeth Purves	Page 71. Pedestrian movement. Add to particular challenges. Crossing Seal Hollow Road where the pavement just stops. Route for students walking from the town to Trinity and new grammar school.		
72	Simon Raikes	the 1 st para identifies the Darenth Valley Path as extending northwards to Westerham – which is actually to the west! 3 rd para also talks of the challenge of the narrow pavements in London Road. In that particular context I would have thought the Upper High Street between the entrance to Knole and the fountain was equally if not more challenging; also a very important pedestrian route from Sevenoaks School and the South of the town.		
79	Simon Raikes	I have a problem identifying South Park as the Western entry to the town, by the time you are there, you are already in the town but maybe there is a slightly different definition of "town" in this context. To get there you will already have entered the town past the station! The last para refers to the need for any post office site redevelopment to be sensitive to the setting. I think that any		

		redevelopment here should also recognise that it the highest point in the town and visible from the North Downs.		
80	Simon Raikes	The caption to the pictures refers to the narrow pavements in London Road. The picture it refers to is actually of the High Street, pointing North past Specsavers. The third paragraph reference to the Chartered Market should read Charter Market		
83	Simon Raikes	Strictly speaking the photo is of the Almshouses, not Sevenoaks School		
84	Elizabeth Purves	Page 84. Para 1. Change the word yards to car parks.		
86	Tony Clayton	Worth mentioning the increasing number of people working at home, either full time or part time combined with commuting; this makes increasing demands on services within the town as the standard 8.00am - 6.00pm commute out of Sevenoaks becomes part of a more varied pattern.		
88	Elizabeth Purves	Page 88. 3 rd para. Last line. Change Seal Road to Seal Hollow Road.		
90	Elizabeth Purves	Page 90. 2 nd column. Throughout the town..... add and school pitches to school halls. However SDC.... prepared a cycle strategy “ add in an attempt” to address this issue.		
90	Simon Raikes	arguably Sevenoaks is not well enough served by sport facilities. Youth membership of the major sports clubs struggles to find all the facilities needed within the town. And certain sports appear to be under provided for. We need to make sure that the comments on this page are consistent with the Sports Strategy which forms part of the NDP. If it already is, apologies for raising the point.		
90	Gill Patterson	Just to note that proposed MUGA is planned for the space above the rear gardens of the houses on the east side of Mill Lane. This is where the skate park was originally planned to be. It was eventually agreed that it was too close to the houses because of the noise factor and overlooking. Would this not still be the case?		

92	Simon Raikes	states there are only 4 remaining sites with housing allocations. Where do the Berkely Homes development on Tubs Hill and their own office site in Oakhill Road sit in this respect?		
93	Elizabeth Purves	Page 93. Movt and Public realm. Add the need to lessen air pollution. Page 93 Development and housing. Add to sentence the need to provide additional housing with a range of housing types. Add.The need to provide small units and affordable housing (to ensure this happens), .		
93	Simon Raikes	At the NDP meeting, under local economy I raised the need for employment in the town to be maintained/increased which I think was taken on board		
General	Ray Byant	<p>I have attended the last two Steering committee meetings, at Bradbourne Vale offices. Amongst others I was invited to send you comment which could be taken into account prior to any further amends to the draft and certainly before any consultation, which is where I think you will start to get the objections rather than the congratulations.</p> <p>I realise it is early days so I want to keep my comments as high level as possible and as positive as possible. Trust me, these at just some of my thoughts</p> <p>1. Whilst I am more than appreciative of the fact that any ambitious venture needs planning. I would like to see the following elements added to what you have</p> <ul style="list-style-type: none"> • A mission statement. This is not a vision, the vision is how to meet the Mission. I mentioned this at the meeting to a bit of shock horror, I wanted to explain that my idea of the mission is the what and why rather than vision and objectives. It took seconds to bring out the main driver as being government insistence on building more houses, I believe 600+ per year over 6 to 10 years. Why not tell the Government to go elsewhere if they want Sevenoaks to stay Conservative. • I am sure there are other reasons, like providing houses and jobs for LOCAL families, rather than import them from inner London or Medway, to create more rates to invest in LOCAL amenities, and to encourage more people to visit and spend money. • An overall risk assessment with a detailed risk assessment at the end. Each item to be classified as Must, Wants, and nice to have. • Then you might get to how, actual planning 	<p>Our experience to date has been that the vast majority of consultation feedback has been both positive and constructive.</p> <p>The Neighbourhood Plan sets out a vision for how new development within the Town can be best accommodated over the plan period, maximising the community benefits.</p> <p>The Neighbourhood Plan is being created by the Town Council and solely looks at Sevenoaks Town, rather than surrounding settlements and the rest of the District.</p>	

		<p>2. The study does not contain any study of transport needs in the plan area and the effect of each policy on the infrastructure. The effect on already congested access points, like Wilderness and Bat and Ball cannot be ignored. They are already strained and very dangerous. Transport is mentioned but no flow analysis has been done on projected traffic volumes.</p> <p>3. The Transport plan also needs to work out how the transport links in and out of the area will be affected, like Junction 5, and the Sevenoaks Station area (parking, drop off, collection, taxis etc).</p> <ul style="list-style-type: none"> • If you do get 4000 houses North of Sevenoaks, tourists and shoppers -- - That represents about 9000 cars going to or from or around Sevenoaks; impossible unless you build a road system FIRST. • The Train service from Sevenoaks is already stretched to the unbearable, and Bat and Ball as a cultural Centre will not provide more trains or seats <p>4. The study does not contain any assessment of the impact on the, already a problem, pollution levels in and around Sevenoaks, particularly North Sevenoaks.</p> <p>5. There is no mention of the Utilities. Sevenoaks suffers from being a town of early development, so its water, gas, electric, telephones are outdated already. Add more houses, people and even animals and the utilities will not cope.</p> <p>6. There is mention of providing Cycle tracks between specific locations. Unless the total area is made cycle friendly AND people are encouraged to use them they will not be used. Sevenoaks has more than its fair share of 4x4's going to the shops and the schools, these users will NOT be changing to cycles, they will have somewhere to park their 4 x 4's though.</p> <p>7. You are ignoring the land at Knole Park, Gracious Lane, Hildenborough, Knockolt, and a few others. These areas are so large they could lose a bit to housing and it would not even notice.</p> <p>8 Hospitals, Doctors, Schools, Town parking, will never cope with the influx resulting from your plans. I see no doctors, hospital, schools in the plan. All you do is let it creep up until the day when someone else has the problem.</p> <p>9. You have not even looked at the exciting new developments in "Smart Cities". Big topic, you should look at what is happening outside Sevenoaks. Now some objections/counter proposals you will receive.</p> <p>1. You should not single out Northern Sevenoaks unless it is a beautification project (where you might get EU funding). Southern areas have plenty of open</p>		
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		<p>space that could have very considerate developments that blend in on eco projects. You will emphasise the town divide, you might as well build railway tracks down the middle.</p> <p>2. Taking away beautiful Green Belt, like the cemetery Gardens, will have little impact on the need for housing and meet more objection that the proposal is worth. Apart from access for burial, output from Cremation and visits through the gardens, there are many trees have to be preserved, the ground floods with the slightest rainfall, and much of that flood water is off the burial area.</p> <p>3. The provision of low cost or assisted housing is great, but when you have provided it many will then travel into London to get the London rates! Low cost housing has to be apartments and apartments go up. I suggest that modern apartments can be beautiful, go see Chicago centre, even Valencia in Spain.</p> <p>4. Low cost housing should be where the people are needed. near Hospitals is the main need. So go to Pembury!! For local Sevenoaks needs, what cleaners for the rich, they should be around the transport links. Sevenoaks Station in particular where you have poorly developed sites and an Office block just not occupied. Build around the M25, people would be more than happy to have a home, go see what other countries do.</p> <p>5. There are enough ugly run down sites in Sevenoaks. The town centre, where the market is, the old Gas works, the areas around Dunton Green and Junction 5 where there are small lakes and overgrown fields.</p> <p>6. Why on earth let a garage, opposite Sainsbury's, become yet another supermarket. If you can change Green belt to housing land I am sure you can change industrial to housing.</p> <p>And my swan song.</p> <p>The whole idea of cramming more into the same space in ridiculous. Small pockets can be developed but if you want real progress you should build on satellite zones, like the MOD site at Halstead. There you could build a modern village with doctors, schools etc. and a METRO into Sevenoaks town and stations. You need to start again with some younger people on board.</p> <p>If you think your questionnaire gave you overwhelming approval of a plan, then you should think again. You asked people to approve positive and attractive aspirations, just wait until you get "In my backyard"</p>		
General	Geoff Brown	I agree with comments made at yesterday's meeting about the unnecessary duplication of photographs.		
General	Elizabeth Purves	Duplication of material in About Sevenoaks, Brief Portrait of the Town section and Appendix. No need to show same text and photographs, it just gives the		

		<p>impression of padding out the document. If the Appendix is intended for greater detail, then cut out the pictures in the first section and précis the text. History and Heritage sections a bit dubious, where did the information come from?</p> <p>Population and age profiles for the Town would be useful. (O.N.S. 2016 Estimates) to help identify demand for play grounds, schools, sheltered housing etc.</p> <p>Tourism. Somewhere, mention should be made of the Premier Inn currently under construction.</p> <p>The general public may be confused between nationally listed buildings by Historic England and the local list. I think it would be helpful to explain what the local list means. i.e. SDC in partnership with the Sevenoaks Society have identified a number of buildings and features in the town of local architectural or historic interest which have been locally listed and are now Supplementary Planning Guidance.</p>		
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<p>General</p>	<p>Timothy Martin (as Chairman of Seal Parish Council's Planning Committee)</p>	<p>1 Compliance with the Local Plan</p> <p>The Neighbourhood Plan policies must comply with the emerging Local Plan and the District Council has recommended waiting until the autumn 2018 to submit. However, the November timetable for the Neighbourhood Plan proposes a public consultation in May-June and submission in August.</p> <p>Is it intended to delay consultation on the draft Neighbourhood Plan until an amended version can be prepared in the autumn? Alternatively, a consultation on the existing draft should make clear that it will be amended to comply with the emerging Local Plan, followed by a further consultation.</p> <p>2 Policy for the Tarmac Site</p> <p>The current planning status of the Tarmac site should be clarified:</p> <ul style="list-style-type: none"> • Policies L3 and S1 and elsewhere refer to 'gravel extraction'. However, the site is quarried for sand, and includes processing and manufacturing. • Planning conditions for the restoration of the quarry ensure public access and informal recreation after quarrying ceases, without further enabling development (see KCC consent SE/08/675 granted January 2010). • Because of the planned restoration the site is not defined as 'brownfield' land by the NPPF. KCC would need to amend or remove the existing planning conditions to allow development or alternative recreation and landscaping. • Only the area for housing would need to be removed from the Green Belt if the recreation area retained the openness of the Green Belt. <p>The Neighbourhood Plan should contain a clear policy for the Tarmac site to ensure that development is fully evaluated and well designed, that it proceeds only if its specific impacts are dealt with, and that it is properly implemented. The policy should state that planning permission will depend on:</p> <ul style="list-style-type: none"> • a detailed assessment of the land suitable for development • agreement of a masterplan for the site, including community services and the recreation area to remain within the Green Belt • traffic, flood, environmental and viability etc. assessments in consultation with KCC and other statutory authorities, and agreement to 	<p>Sevenoaks Town Council have worked, and continue to work, closely with Sevenoaks District Officers to ensure that policies emerging from the Neighbourhood Planning Process are represented in both the emerging Local Plan and the Town's Neighbourhood Development Plan.</p> <p>The Tarmac site proposals represent the product of extensive community consultation. These proposals have received significant public support, including, most recently, the Sevenoaks District Council Issues and Options Consultation which indicated public support (from Northern Sevenoaks and surrounding parishes) was at 69%.</p>	
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		<p>fund and progress the required investments as part of the justification to amend the Green Belt</p> <ul style="list-style-type: none"> • funded and programmed proposals for the improvement of the Bat & Ball A25 junction, and no vehicle access to the site from Childsbridge Lane/Seal village. • 40% affordable housing and a high proportion of the remainder at the lower end of the market • a safe and direct walk/cycle route from Bat & Ball to Seal, with spurs to the schools in the area <p>The Parish Council made most of these points in its response to the consultation on the Northern Sevenoaks Master Plan in June 2017 and our letter to the Town Council of 9th June, and in its response to the Local Plan 'Issues and Options' consultation.</p>		
<p>General</p>	<p>Alastair Boobyer</p>	<p>I am rather concerned about the apparent lack of attention to the North-eastern quarter of town. In fact the current Greatness area is referred to only once and only in respect of sports facilities at Greatness Park.</p> <p>Reference is made in the Plan to the Sevenoaks Gateways. The approach from the east is a bit muddled – the text refers to Greatness Road, which goes away from the Town, and the map shows the Wildernesse junction ie Seal Hollow Road. As the latter is very steep, winding and narrow at the top end, and cannot realistically be improved I would strongly urge that no extra traffic is encouraged to use this route into town.</p> <p>Therefore the Gateway from the eastern side has to be Wildernesse via Seal Road to Bat and Ball. There are 3 problem areas here which really need to be covered in the Plan:-</p> <ol style="list-style-type: none"> 1. Greatness Mill Pond which is an attractive amenity in the area and its surroundings were much improved a few years ago. However it 		

		<p>still needs regular maintenance, especially in respect of regular dredging;</p> <p>2. The shop area at Hospital Road / Greatness Lane. This really must be included as it contains the only Post Office north of the town centre. This area is a real mess at present and plans for improvement need to be in the Plan;</p> <p>3. Bat and Ball road junction which causes lengthy tailbacks along Seal Road three times a day, and which has very poor protection for pedestrians trying to cross. Various inexpensive improvements could be made, such as a filter light from Seal Road and a full set of pedestrian lights.</p> <p>These 3 items are very visible to pedestrians and to the traffic queueing along Seal Road and collectively give a very poor impression of Sevenoaks. The problem for the Town Plan is that they fall under respectively:- 1. District plus Kent Highways, 2. Town Council (probably), 3. Kent Highways. However the Town Plan needs to include them all even if it does not necessarily control the outcomes.</p>		
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Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00175/FUL	Mr M Holmes 15-02-2018	Cllr Clayton	Mr J Haskins 452200
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
D.B. Design & Build Ltd			24 Wildernesse Mount	Wildernesse
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				26/01/18
Demolition of the existing property and the construction of two detached dwellings with associated parking and access.				

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00178/FUL	Mr M Mirams 14-02-2018	Cllr Parry	Offset Architects 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr T Gotts		The Pavilion	5 Hawkes Place	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/01/18
Erection of two storey dwelling.				
18/00178/FUL - Amended plan				
The site address has been amended for clarification (previously "Land South East Of 4 Hawkes Place").				

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00183/MMA	S Mitchell 20-02-2018	Cllr Hogarth	Open Arch. 779580
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ascoe Properties Ltd			19 Mount Harry Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				01/02/18
Minor material amendment to application 17/01534/FUL for the demolition of existing property. Proposed replacement with 2No. detached dwellings with separate road access to show 2 No, new dormer windows to rear elevation (to be clad in lead with roof tiles to match main building), new rooflights, omitted 2 No, doors at ground floor, amended stairs in rear garden. (sic)				

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00204/FUL	Mr M Mirams 20-02-2018	Cllr Piper	Miss Parsons 079771185
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr M Faulkner		The New School At West Heath	Ashgrove Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				01/02/18
Retention of 1no. single storey temporary Portakabin building currently being used as a student common (sic). To be hired for a further period of 5 years.				

Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00207/HOUSE	Louise Cane 14-02-2018	Cllr Hogarth	Mr Hudson 01892 673158
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Deakins			2 St Georges Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/01/18
Erection of a single storey rear extension at ground floor level, the erection of a lower ground floor rear extension and associated external landscaping.				

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00242/HOUSE	Louise Cane 14-02-2018	Cllr Waite	Mr Cornish 01883 713344
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Ramsay		The Old Stables	86 Bayham Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				26/01/18
Demolish single storey front entrance and replace with proposed single storey front entrance.				

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00251/HOUSE	H Pockett 23-02-2018	Cllr Waite	Mr Robinson 01622 6799
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Brown		The Dutch House	53 Bayham Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
Demolition of existing lean to single storey extension and erection of single storey rear infill extension with lantern. Alterations to fenestration and removal of steps to front elevation.				

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00252/LBCALT	H Pockett 23-02-2018	Cllr Waite	Mr Robinson 01622 6799
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Brown		The Dutch House	53 Bayham Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
Demolition of existing lean to single storey extension and erection of single storey rear infill extension with lantern. Alterations to fenestration and removal of steps to front elevation.				

Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00253/ADV	M Besant 22-02-2018	Cllr Schneider	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms S McVeigh		Fego	8 Blighs Walk	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
External Bar Sign Box.				

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00255/HOUSE	Louise Cane 16-02-2018	Cllr Canet	Mr Jones 07736589002
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Young			39 Lambarde Drive	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				29/01/18
Conversion of existing garage and the erection of a two storey rear and single side extension incorporating garage to front of property.				

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00280/HOUSE	M Besant 19-02-2018	Cllr Piper	Mr Smith 01962 772512
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Whiddett		Kippington Lodge	121 Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				01/02/18
Erection of a free standing powder coated glasshouse sited on a dwarf brick wall in keeping with walls of the property.				

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00281/LBCALT	M Besant 19-02-2018	Cllr Piper	Mr Smith 01962 772512
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Whiddett		Kippington Lodge	121 Kippington Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				01/02/18
Erection of a free standing powder coated glasshouse sited on a dwarf brick wall in keeping with walls within the property				

Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

13	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00282/HOUSE	H Pockett 20-02-2018	Cllr Eyre	Mr Bowditch 01342 52376
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Sheath		Xennica	73A Weald Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				01/02/18
Demolition of existing conservatory, erection of new single storey rear extension and landscaping works to rear garden.				

14	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00284/CONVAR	N Sargant 22-02-2018	Cllr Mrs Parry	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr D Robinson			6 Lake View Road	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/02/18
Variation of condition 3 of application SE/17/02231/HOUSE to demolition of garage (sic). Construction of a two storey side extension with a rear single storey extension. Alterations to fenestration incl. juliet balcony to rear with amendment of the roof to have grey concrete interlocking roof tiles.				

15	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00313/FUL	M Besant 26-02-2018	Cllr Clayton	Mr Henry 01959 561078
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
West Kent Housing Association			60 Bethel Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
Demolition of existing bungalow and erection of 2 semi-detached 2. bedroom houses.				

16	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00319/HOUSE	Louise Cane 21-02-2018	Cllr Piper	Mr Kettle 01233 612876
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Dr Hemsley		Gabled Lodge	The Middlings	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/02/18
Demolition of existing conservatory. Erection of a two storey side extension. Internal alterations.				

Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

17	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00343/CONVAR	M Besant 22-02-2018	Cllr Mrs Walshe	A & C Architects 0208735 5555
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs May			3 Holly Bush Lane	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
Variation of condition 3 and 4 of 16/02993/HOUSE - In order to change the car park spaces in the garden area and situate them in the under croft area.				

18	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00347/HOUSE	H Pockett 23-02-2018	Cllr Busvine	Offset Architects 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr R Jones			6 Ashley Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				05/02/18
Erection of a single storey front and rear extensions, single storey front extension to garage with a pitched roof. Erection of a part single/ part two storey side and rear extension to link main dwelling to garage. Alterations to the fenestration.				

19	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	18/00353/HOUSE	Hannah Donnellan 23-02-2018	Cllr Mrs Walshe	Mr Rigby 07793836977
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs L Johnson			52 The Crescent	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				06/02/18
Proposed replacement rear single storey extension.				

20	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03661/FUL	Mr M Holmes 19-02-2018	Cllr Busvine	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Maddison			6 St Botolphs Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				30/01/18
Sub division of plot, rebuilding of existing garage with additional volume to create a 3 bed detached dwelling with basement and 8 solar panels on roof.				
SE/17/03661/FUL - Amended plan				
Amended plan showing an alteration to the parking layout to the front of the development to serve both houses.				

Planning Applications to be Considered

Planning Applications received to be considered on 12 February 2018

21	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	SE/17/03884/LBCALT	H Pockett 13-02-2018	Cllr Busvine	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs K Edge			15 The Drive	Town
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			25/01/18	
Refurbish lych gate and replace four chain linked posts				