

## Sevenoaks Town Neighbourhood Plan

### Steering Committee Meeting

(Open to members of the public)

Monday 12<sup>th</sup> February 2018 – 6pm - 7:30pm

Sevenoaks Town Council Chamber, Bradbourne Vale Road, TN13 3QG

#### Committee Members

Sevenoaks Town Council	1	Chairman of Planning
Sevenoaks Town Council	2	Chairman of F&GP
Sevenoaks Town Council	3	Chair / Vice Chair of OSL
Kent County Council	1	Cllr Crabtree
Sevenoaks District Council	1	Cllr Hogarth
Chamber of Commerce	1	Elizabeth Dolding
Sevenoaks Town Partnership	1	Cllr Avril Hunter
Sevenoaks Society	1	Roger Walshe
Sevenoaks District Seniors Action Forum	1	Cllr Marilyn Canet
Sevenoaks Youth Council	1	Vacant
Specialised professionals / parishioners	1	Glenn Ball
Specialised professionals / parishioners	2	Cllr Purves (Hollybush)
Specialised professionals / parishioners	3	Geoff Brown (St Johns)
Specialised professionals / parishioners	4	Byron Brown (Bradbourne)
Specialised professionals / parishioners	5	Rep. Wilderness Residents Association
Specialised professionals / parishioners	6	Sarah Williams RIBA Advisor

#### Agenda

Apologies for absence

1. **Declarations of interest**
2. **Minutes of the previous meeting held 29<sup>th</sup> January 2018 (copy attached)**
3. **To receive and consider comments submitted on the pre-consultation draft of the Sevenoaks Town Neighbourhood Development Plan. (copy attached)**
4. **Dates of future meetings**

To note that future meetings of the Steering Committee will be on a Monday evening at 6.00 p.m. prior to the Town Council's Planning Committee meeting which commences promptly at 7pm, all steering committee meetings will therefore have to conclude by at least 6:55pm.

**Meetings will take place on:**

26<sup>th</sup> March 2018; 4<sup>th</sup> June 2018.

Minutes of the Sevenoaks Town Neighbourhood Development Plan Steering Committee meeting held on the 29<sup>th</sup> January 2018, 6pm, Sevenoaks Town Council Offices

**In attendance:** Cllr Piper (chairman), Cllr Eyre, Phil Webb, Cllr Raikes, Tim Martin, Cllr Clayton, Cllr Canet, Glenn Ball, Freeda England, Alastair Boobyer, Gill Patterson, Geoff Brown, Nick Rushby, Cllr Walshe, Roger Walshe, Richard Baxter, Cllr Edwards-Windsor, Sarah Williams, Byron Brown, Cllr Hogarth, Cllr parry, Charles George, Laura Hart, Hugo Nowell, Hugh D'Alton, Linda Larter.

**Apologies:** Cllr Arnold, Cllr Busvine, Cllr Crabtree, Elizabeth Dolding.

### **1. Declarations of Interest**

None

### **2. Neighbourhood Development Plan Timetable**

The Committee received and considered the previously circulated pre-consultation draft of the Sevenoaks Town Neighbourhood Development Plan, with a number of comments being made at the meeting.

It was agreed that those wishing to make comments should put these in writing to Hugh D'Alton via [planning@sevenoakstown.gov.uk](mailto:planning@sevenoakstown.gov.uk) by the 5<sup>th</sup> February 2018. These comments would then be compiled and brought back to a supplementary committee meeting which it was agreed should be held on the 12<sup>th</sup> February 2018 from 6pm until 7:30pm to consider comments

### **3. Dates of future meetings**

It was noted that following dates had been set for future Steering Committee meetings, and that all meetings would typically begin 6pm and finish at 6:55pm unless otherwise noted.

All of these meetings are open to the general public who are encouraged to attend.

12<sup>th</sup> February 2018 (6pm to 7:30pm)

26<sup>th</sup> March 2018;

4<sup>th</sup> June 2018.

**Meeting concluded at 7:05pm**

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"> <li>• Why being produced, vision, to create excitement</li> <li>• Walking &amp; cycling (opportunity new and future)</li> <li>• Tarmac site inc benefits</li> <li>• Bat &amp; Ball regeneration</li> <li>• Cultural emphasis</li> </ul>		
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&amp;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 <sup>th</sup> 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 <b>Area</b> (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 &amp; 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 <b>town</b> ' 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"> <li>- 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</li> <li>- 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 &amp; 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</li> <li>- 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.</li> <li>- Car parking proposals should avoid bringing yet more traffic into residential areas or into conflict with pedestrian and cycling routes</li> <li>- 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</li> <li>- Improving life for walkers in most streets in south Sevenoaks, and in some older parts of north / central Sevenoaks where pavements are missing</li> </ul>		
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 <sup>rd</sup> 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 <b>definitely</b> 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 <sup>rd</sup> 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 <sup>st</sup> para identifies the Darenth Valley Path as extending northwards to Westerham – which is actually to the west! 3 <sup>rd</sup> 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 <sup>rd</sup> para. Last line. Change Seal Road to Seal Hollow Road.		
90	Elizabeth Purves	Page 90. 2 <sup>nd</sup> 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"> <li>• 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.</li> <li>• 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.</li> <li>• An overall risk assessment with a detailed risk assessment at the end. Each item to be classified as Must, Wants, and nice to have.</li> <li>• Then you might get to how, actual planning</li> </ul>	<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 <b>in and out</b> 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"> <li>• 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.</li> <li>• 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</li> </ul> <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. <b>Now some objections/counter proposals you will receive.</b></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 <b>off</b> 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><b>And my swan song.</b></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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General	Timothy Martin (as Chairman of Seal Parish Council's Planning Committee)	<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"> <li>• Policies L3 and S1 and elsewhere refer to 'gravel extraction'. However, the site is quarried for sand, and includes processing and manufacturing.</li> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> </ul> <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"> <li>• a detailed assessment of the land suitable for development</li> <li>• agreement of a masterplan for the site, including community services and the recreation area to remain within the Green Belt</li> <li>• traffic, flood, environmental and viability etc. assessments in consultation with KCC and other statutory authorities, and agreement to</li> </ul>	<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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General	Alastair Boobyer	<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"> <li>1. Greatness Mill Pond which is an attractive amenity in the area and its surroundings were much improved a few years ago. However it</li> </ol>		

		<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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