



Tuesday, 24 March 2026

You are hereby summoned to attend a meeting of the **Planning & Environment Committee** to be held in the **Council Chamber, Town Council Offices, Bradbourne Vale Road, TN13 3QG** on **Monday 30th March 2026 at 7pm.**

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 will be streamed live to YouTube for the public to watch via the following link: <https://youtube.com/live/lKdT93Q2rjM> and 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 of meetings is available online at sevenoakstown.gov.uk or by request.

Members of the public wishing to address the Council Meeting should notify the Town Council by 12 noon on the day of the meeting. Members of the public not wishing to be recorded should put this request to the Clerk at the earliest possible opportunity.

Please note that the Planning & Environment Committee forward recommendations as a Statutory Consultee to the Local Planning Authority, and therefore the final responsibility for approving or refusing an application rests with Sevenoaks District Council. Sevenoaks Town Council receives 25% of all Community Infrastructure Levy (CIL) payments made by developers to the District Council on new developments in Sevenoaks Town. [Click here](#) to find out more about CIL charges and when they apply.

For more information on the role of the Planning & Environment Committee, as well as policies which provide a reference point of preferred practices and key considerations of the Committee when making its recommendations, please [click here](#).

Town Clerk

To assist in the speedy and efficient despatch of business, members wishing to obtain factual information on items included on the agenda are asked to enquire of the Town Clerk prior to the day of the meeting.

Committee Members – Quorum minimum of six members

Cllr Libby Ancrum	Cllr Sally Layne
Cllr Sue Camp (Chair)	Cllr Lise Michaelides
Cllr Dr Marilyn Canet	Cllr Lionel O'Hara
Cllr Tony Clayton – Mayor	Cllr Claire Shea – Leader
Cllr Catherine Daniell – Deputy Leader	Cllr David Skinner OBE (Vice Chair)
Cllr Dr Peter Dixon	Cllr Nicholas Varley
Cllr Victoria Granville – Deputy Mayor	Cllr Gareth Willis
Cllr Chloe Gustard	Cllr Nigel Wightman

PUBLIC QUESTIONS

To enable any representation or questions previously submitted by members of the public 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	<p>APOLOGIES FOR ABSENCE To receive and note apologies for absence from members who are unable to attend the meeting.</p>
2	<p>REQUESTS FOR DISPENSATIONS To consider written requests from members which have previously been submitted to the Town Clerk. This enables participation in discussion and voting on items for which the member has a Disclosable Pecuniary Interest, as per sections 31 and 33 of the Localism Act 2011.</p>
3	<p>DECLARATIONS OF INTEREST To receive any disclosures of interest from members in respect of items of business included on the agenda for this meeting.</p>
4	<p>MINUTES (Pages 5-24) a) To receive and agree the minutes from the Planning & Environment Committee Meeting held on 16th March 2026. (Pages 5-15) b) To receive and note the minutes from the Movement & Net Zero Working Group held on 16th March 2026. (Pages 16-24)</p>
5	<p>MOVEMENT & NET ZERO WORKING GROUP'S DRAFT HIGHWAY IMPROVEMENT PLAN REVIEW (Pages 18-24) To receive and consider a revised Highway Improvement Plan structure as agreed and recommended for the Town Council's adoption by the Movement & Net Zero Working Group on 16th March 2026. To review and agree the contents and order of prioritisation for submission to Kent Highways.</p>
6	<p>SEVENOAKS JOINT TRANSPORTATION BOARD 20MPH MONITORING REPORTS (Pages 25-41) To receive and note a monitoring report recently presented to Sevenoaks District Council's Joint Transportation Board by Kent County Council Officers, reporting on the Sevenoaks Town 20mph project delivered in September 2024.</p>
7	<p>APPEALS (Pages 43-47) To receive notice that the following appeals have been DISMISSED and planning permission Refused by the Planning Inspector on 16th March 2026.</p> <ul style="list-style-type: none"> • 6000946 and APP/G2245/Z/25/3374181: 25/01068/FUL and 25/01069/ADV - Pavement outside Sevenoaks Train Station, London Road

<p>8</p>	<p>DEVELOPMENT MANAGEMENT COMMITTEE (Pages 49-52)</p> <p>a) To receive notice that the below application is due to be discussed by Sevenoaks District Council's Development Management Committee on 2nd April 2026. This was previously allocated to Cllr Shea. (Pages 49-50)</p> <ul style="list-style-type: none"> • 25/02921/HOUSE - 11 Crawshay Close <p>INFORMATIVE: On 1st December 2025, and subsequently on an amended version on 2nd February 2026, Sevenoaks Town Council recommended refusal on seven grounds and with one informative. (See pages 51-52 for full recommendations)</p> <p>b) To note that the full documentation may be accessed through the District Council's Planning Portal, via the following link: https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T42V9HBKJM600</p> <p>c) To nominate a Northern Ward Councillor to attend the meeting, if deemed appropriate.</p>
<p>9</p>	<p>STREET NAMING AND NUMBERING - NOTIFICATION OF NEW ADDRESS (Pages 53-56)</p> <p>To receive notice and plans of the five new dwellings at 150A High Street which will be renamed Flats 1-5, 150A High Street. The ground floor retail unit addressed 150 High Street will remain.</p>
<p>10</p>	<p>DECISION NOTICES ON PLANNING APPLICATIONS COMMENTED ON BY SEVENOAKS TOWN COUNCIL (Pages 57-60)</p> <p>To receive and note decisions made by Sevenoaks District Council on applications commented on by Sevenoaks Town Council, between the six weeks ending 23rd March 2026.</p>
<p>11</p>	<p>PLANNING APPLICATIONS (Pages 61-64)</p> <p>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.</p> <p>Members of the public wishing to speak and address the Planning & Environment Committee must register to do so with the Town Council by 12 noon on the date of the meeting, stating that they wish to speak. The Town Council permits one person to speak in favour and one against each Planning Application on a first registered basis. For more details see here.</p> <p>b) The meeting will be reconvened to consider planning applications received during the two weeks ending 23rd March 2026.</p>

12	PRESS RELEASES To consider any item in this report that would be appropriate for a press release.
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Sevenoaks Town Council

**Minutes of the meeting of the Planning & Environment Committee
Held on Monday 16 March 2026 in the Council Chamber, Town Council Offices, TN13 3QG**

Livestreamed and available to view on YouTube until approved by Council:

https://youtube.com/live/I0nFU5MW_eI

Meeting commenced: 19:00

Meeting Concluded: 20:24

Present:

Committee Members

Quorum minimum of six members

Cllr Ancrum	Present	Cllr Layne	Present
Cllr Camp – Chair	Present	Cllr Michaelides	Present
Cllr Dr Canet	Present	Cllr O’Hara	Present
Cllr Clayton – Mayor	Present	Cllr Shea – Leader	Present
Cllr Daniell – Deputy Leader	Apologies	Cllr Skinner OBE – Vice Chair	Present
Cllr Dr Dixon	Present	Cllr Varley	Apologies
Cllr Granville – Deputy Mayor	Apologies	Cllr Willis	Present
Cllr Gustard	Apologies	Cllr Wightman	Present

Also in attendance:

Town Clerk

Planning Committee Clerk

PUBLIC QUESTION TIME

Cllr Shea addressed the Committee to congratulate the Town Clerk on her significant achievement of being elected Vice President of the International Institute of Municipal Clerks by colleagues representing 11 regions, including North America.

It was noted that her appointment marked the election of the first non-North-American Clerk in the organisation’s 80 year history, an accomplishment regarded as both historic and a testament to her dedication, professionalism and work-ethic.

The Town Clerk was presented with flowers and a gift in recognition of her achievement and the Councillors’ appreciation.

697 - APOLOGIES FOR ABSENCE

As above.

698 - REQUESTS FOR DISPENSATIONS

No requests for dispensations had been received.

699 - DECLARATIONS OF INTEREST

a) Supporting representation was received and forwarded to all Councillors, from the agent of the following applications:

- **[Plan no. 3] 25/03542/HOUSE (AMENDED) – 3A St John’s Road**

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- **[Plan no. 4] 25/03543/LBCALT (AMENDED) – 3A St John’s Road**

b) Cllr Skinner and Cllr Ancrum declared that they had a pecuniary interest in the following applications, as they related to their adjacent neighbour. Cllr Skinner spoke against the applications under Minute Number 709b, however vacated the room along with Cllr Ancrum while the applications and their subsequent recommendations were discussed:

- **[Plan no. 3] 25/03542/HOUSE (AMENDED) – 3A St John’s Road**
- **[Plan no. 4] 25/03543/LBCALT (AMENDED) – 3A St John’s Road**

700 – MINUTES

The Committee received the MINUTES of the Planning & Environment Committee Meeting held 2nd March 2026.

It was **RESOLVED** that the minutes be approved.

701 - SEVENOAKS DISTRICT COUNCIL - UPDATE ON ITS LOCAL PLAN CONSULTATION RESPONSES

a) The Committee received notice that Sevenoaks District Council had published a high-level analysis of responses received to its Regulation 18 public consultation on its emerging Local Plan.

b) It was noted that a consultation summary report, as well as response-analysis reports for the proposed policies and allocations are available via the Agenda papers for Sevenoaks District Council's Development & Infrastructure Advisory Committee held on 5th March 2026, or directly via the below link:

<https://cds.sevenoaks.gov.uk/ieListDocuments.aspx?CId=361&MId=3569&J=1>

c) The Planning Committee Clerk summarised the three response-analysis reports as follows:

- **Responses to proposed Policies:** She reported that the Town Council’s key comments had been recognised in most of the response summaries as well as in the Officer responses which outlined how the District Council’s Planning team intended to respond to requested amendments. While still high level and non-definitive as to whether suggested changes would be incorporated, the report set out next steps as to how matters raised during the consultation may be addressed prior to Regulation 19.
- **Responses to proposed site allocations:** Contrastingly, while this report also recognised the Town Council’s comments to proposed site allocations within the response summaries, the Planning Committee Clerk reported that indication had not been provided as to whether and how feedback would be addressed in the next iteration of the draft Local Plan. She further noted that the majority of sites,

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excluding the most controversial, had received a considerably low number of quantitative responses.

- **Responses to evidence base documents:** This report summarised feedback received on the evidence base documents, which the Town Council had not submitted commentary on.

d) Cllr Clayton expressed his concern that the strong proportion of local objection versus support of the draft Local Plan and its two proposed site Options – being 71% against both – not been appropriately addressed within the reports. He further noted that the District Council's Development & Infrastructure Advisory Committee had not been permitted to substantially discuss nor agree any action to be taken with regards to the reports, and had been restricted to solely noting their contents.

e) It was **RESOLVED** that the Town Council write to Sevenoaks District Council's Planning Policy team, outlining its concern with the volume of public opposition against the two site Options explored in the Regulation 18 draft Local Plan, and expressing its anticipation for hearing how the District Council intends to respond to and reflect public feedback within the Regulation 19 consultation on its revised contents.

702 - DEVELOPMENT MANAGEMENT COMMITTEE

a) Councillors noted with considerable regret that the below application had been GRANTED by Sevenoaks District Council's Development Management Committee on 12th March 2026.

- **25/03306/HOUSE - 26 Vine Court Road**

b) It was noted that Cllr Ancrum had attended to speak on behalf of the Town Council, with decision to do so having been made under Chair's Action, with delegated authority to the Chair with approval of the Chief Executive. This was due to the nomination being required before the next Planning & Environment Committee.

c) Cllr Clayton advised the Committee of his intention to write to both the Chair of the Development Management Committee as well as the application's Case Officer to report on his dissatisfaction with the accuracy of information provided to its Members. This was particularly in relation to loss of the magnolia tree, the removal of which he considered to be contrary to the Conservation Area Management Plan.

d) Councillors contemplated whether they should consider reviewing and submitting Tree Protection Orders for trees within the Conservation Area considered to be of high amenity, character and biodiversity value to their setting.

703 - CONFIRMATION OF NEW TREE PRESERVATION ORDER AT 26 GRANVILLE ROAD

The Committee received notice that the below Tree Preservation Order, which the Town Council had received initial notification of on 19th January 2026, was confirmed without

modification by Sevenoaks District Council's Development Management Committee on 19th February 2026:

- **06/2025: One pine tree within the front garden of 26 Granville Road**

704 - KENT COUNTY COUNCIL HAS MADE AMENDMENT 1: TRAFFIC MOVEMENTS ORDER

a) The Committee received notice that Kent County Council had published Has Made documents for its previously proposed Order for Amendment 1: a Traffic Movements Order between London Road and Robyns Way. It was noted that the effect of the Order is to remove the Cycle Prohibition from the footpath from its junction with London Road to its junction with Robyns Way.

b) Cllr Shea recorded her optimism that the Order's adoption, which had been proposed in order to facilitate the East to West walking and cycling route, had finally been secured and considered that this would significantly increase its usability.

705 - KENT COUNTY COUNCIL HAS MADE AMENDMENT 10: A WAITING RESTRICTIONS ORDER - DARTFORD ROAD

The Committee received notice that Kent County Council had published Has Made documents for its previously proposed Order for Amendment 10: a Waiting Restrictions Order on Dartford Road. It was noted that the effect of the Order is to replace double yellow line waiting restrictions with a zebra crossing.

706 - KENT COUNTY COUNCIL HAS MADE AMENDMENT 15: A WAITING RESTRICTIONS ORDER - BRADBOURNE VALE ROAD

The Committee received notice that Kent County Council had published Has Made documents for its previously proposed Order for Amendment 15: a Waiting Restrictions Order on Bradbourne Vale Road. It was noted that this had been previously advertised under Amendment 58, with the effect of the Order being to install or amend waiting restrictions to facilitate the East to West cycling route.

707 - KENT COUNTY COUNCIL PROPOSED AMENDMENT 16: A WAITING RESTRICTIONS ORDER

a) The Committee received notice that Kent County Council had published deposit documents for its proposed Order for Amendment 16: a Waiting Restrictions Order on Filmer Lane. It was noted that the effect of the order is to install double yellow lines on the west side from a point 17.5 metres north of its junction with Seal Road, for a distance of 18 metres in a northerly direction.

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b) It was noted that representations supporting or objecting to the proposed Order could be made via Kent County Council's website. This was not considered necessary, as Councillors did not have a strong opinion either for or in against its introduction.

708 - KENT COUNTY COUNCIL - PUBLIC CONSULTATION ON PROPOSED CHANGE TO ITS PUBLIC RIGHTS OF WAY STATEMENT OF PRIORITIES

a) The Committee received reminder that Kent County Council is consulting on a proposed amendment to its Statement of Priorities for processing Section 53 applications to record Public Rights of Way.

b) It was noted that all documents relevant to the consultation, including supporting documents and opportunity to comment, are available to view via the following webpage: https://letstalk.kent.gov.uk/prow-statement-of-priorities?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Public-Rights-of-Way-Statement-of-Priorities-consultation&utm_campaign=website&utm_medium=email&utm_source=ehq

c) The Committee received reminder that the Planning & Environment Committee had resolved on 2nd March 2026 to seek and defer to the opinion of the Sevenoaks Society due to its expertise in the area. The Society has since confirmed its support of the proposal, on the following grounds:

"Whilst the obvious answer is to increase resources to cope with the increased volume, we assume that is unlikely to happen. Therefore the proposal is sensible as 20 year user claims are likely to be more pressing than historical claims, and keeping those paths open to the public is very important.

The current surge of historical claims, for the reasons you explain, should not hold back user claims, so the plan to alternate them seems the best compromise."

d) It was **RESOLVED** that the Town Council's endorse and reiterate the Sevenoaks Society's support in its own response to the consultation.

709 - PLANNING APPLICATIONS

a) Minute Item 709b as well as consideration of its corresponding planning application was moved further up the Agenda and considered after agreement of the Minutes. This as per Standing Order 10.a.viii, whereby the order of business of the Agenda may be changed without prior written notice.

b) The meeting was adjourned to allow members of the public to speak for three minutes on the following applications, by prior agreement.

- **[Plan no. 3] 25/03542/HOUSE – 3A St John's Road (Against)**

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- **[Plan no. 3] 25/03542/HOUSE – 3A St John’s Road (For) – Written representation read aloud by the Chair**

c) The Committee considered planning applications received during the two weeks ending 9th March 2026. **It was RESOLVED** that the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

710 - PRESS RELEASES

It was **RESOLVED** that the following Press Releases be issued:

- Announcing the Town Clerk’s significant achievement of being elected Vice President of the International Institute of Municipal Clerks
- Detailing the Town Council’s letter of concern as to the volume of local opposition to the District Council’s draft Local Plan, and its anticipation for hearing how this will be addressed in its next issue
- Expressing the Town Council’s support of the designation of the footpath between Robyns Way and London Road for use of cyclists*

*The Committee had also wished to endorse the inclusion of the Morewood Arch in the footpath’s redesignation, but this has since been investigated and confirmed as **not** included within the route.

There being no further business the Chair closed the Meeting.

Signed
Chair

Dated

Planning Applications Considered

Applications considered on 16-3-26

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	24/01040/ADV	Abbey Aslett 23/03/2026	Cllr Willis	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Beauty By Carmel & Co		First Floor	8 Dorset Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/03/26
Installation of 2 signs with lighting.				

Comment

Sevenoaks Town Council recommended refusal on the grounds that it considered the design to be too large and strident, detracting from the prominence and setting of the Listed Building and Conservation Area within which the building sits.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/03187/HOUSE	Zoe Dommett 19/03/2026	Cllr Camp	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Ms C Ward			14 Bradbourne Park Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				26/02/26
Single-storey rear extension.				

Comment

Sevenoaks Town Council recommended approval, provided the Planning Officer is satisfied that there will be no loss of amenity to the neighbour.

Informative:

The Town Council queried whether a Certificate B would be relevant in view of potential overhanging guttering on the flank against the site boundary.

Planning Applications Considered

Applications considered on 16-3-26

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/03542/HOUSE	Summer Aucoin 24/03/2026	Cllr Dr Dixon	OPEN Architecture
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs A Ramadoro			3A St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/03/26

25/03542/HOUSE - Amended plan

A replacement single storey rear extension with roof lanterns, internal alterations and a rooflight.

A summary of the main changes is set out below:

The planning agent has provided an additional drawing.

Comment

Sevenoaks Town Council recommended refusal, unless the Planning Officer is both satisfied and has received plans which accurately demonstrate that:

- The amenity and right to light of No. 3 will not be significantly impacted by the raised height of the new extension
- That the proposals pass the 45 degree light test with regard to the gallery room, which it considered should be classed as habitable.

Informative:

The Town Council considered that clear elevation plans detailing the precise height measurements for the extension to be required, in order to accurately assess any potential impact to neighbour amenity and light.

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/03543/LBCALT	Summer Aucoin 24/03/2026	Cllr Dr Dixon	OPEN Architecture
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs A Ramadoro			3A St Johns Hill	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/03/26

25/03543/LBCALT - Amended plan

A replacement single storey rear extension with roof lanterns, internal alterations and a rooflight.

The planning agent has provided an additional drawing.

Comment

Sevenoaks Town Council recommended refusal, unless the Planning Officer is both satisfied and has received plans which accurately demonstrate that:

- The amenity and right to light of No. 3 will not be significantly impacted by the raised height of the new extension
- That the proposals pass the 45 degree light test with regard to the gallery room, which it considered should be classed as habitable.

Informative:

The Town Council considered that clear elevation plans detailing the precise height measurements for the extension to be required, in order to accurately assess any potential impact to neighbour amenity and light.

Planning Applications Considered

Applications considered on 16-3-26

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00123/MMA	Samantha Yates 19/03/2026	Cllr Wightman	Stephen Langer Associat
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Veloso		Site of Tanglewood	Parkfield	Wilderness
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				26/02/26
Amendment to 22/02834/FUL with changes to retaining the Georgian front element with a more contemporary element to the rear.				

Comment

Sevenoaks Town Council recommended approval, subject to the Planning Officer being satisfied that there are no issues of overlooking or loss of amenity to neighbours.

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00179/OUT	Christopher Park 24/03/2026	Cllr Willis	Kate Drummond Trust
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr J Greig			10 Oak Lane	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/03/26
Outline application for demolition of a double garage and erection of three self build one bedroom flats with solar panels, together with a new single garage with associated drive, turning space and parking in the grounds of 10 Oak Lane, Sevenoaks with some matters reserved except for access, appearance, layout and scale.				

Comment

Sevenoaks Town Council recommended refusal on the grounds of overdevelopment by virtue of the proposed height, scale and massing, as well as concerns with the access being on a very fast, blind corner of Oak Lane, and of potential impact to the adjacent public footpath.

Informative:

The Town Council noted that self-build planning applications are exempt from delivering a 10% Biodiversity Net Gain, however questioned the applicability of this designation to multiple one-bed flats within a single building. It considered that a self-build scheme would be unworkable in practice, and any exemption from Statutory Biodiversity obligations therefore regrettable.

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00248/HOUSE	Zoe Dommett 18/03/2026	Cllr Clayton	Real Design
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Long			33 Vine Court Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/02/26
Joining of two existing front dormers, adjustment to the flank dormer, removal of a chimney stack and a replacement patio with associated landscaping.				

Comment

Sevenoaks Town Council recommended approval, provided the Conservation Officer is content, and that the Planning Officer is satisfied there is no additional overlooking of windows in No. 35.

Planning Applications Considered

Applications considered on 16-3-26

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00250/HOUSE	Christopher Park 24/03/2026	Cllr Clayton	Sevenoaks Plans Ltd
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Hadris			18 Wildernesse Mount	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/03/26
<p>Proposed demolition of existing garage and carport; construction of a two-storey side extension and single-storey rear extension with rooflights; formation of an open porch; alterations to the roof including front and rear dormers and a side rooflight; installation of solar panels; alterations to fenestration and internal layout; provision of soft and hard landscaping to the rear garden; enlargement of the front driveway and car parking area including new entrance gates and extension of the dropped kerb.</p>				

Comment

Sevenoaks Town Council recommended refusal on the following grounds:
 - Loss of light to the neighbouring house at No. 16
 - A cramped development which overcrowds the neighbouring property and is out of keeping with the Residential Character Area Assessment.

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00265/HOUSE	Summer Aucoin 18/03/2026	Cllr Michaelides	Sharpe Architecture
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr C Stone			27 Knole Way	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				25/02/26
<p>Removal of conservatory, new rear extension, replacement of dormers, new timber cladding, new roofing and extended raised terrace. Landscaping including new gates and walls. Alterations to fenestration</p>				

Comment

Sevenoaks Town Council recommended approval, provided the Arboricultural Officer is satisfied that the trees with Tree Protection Orders as well as those providing important screening at the site's border will be both retained and sufficiently protected.

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00294/LBCALT	Abbey Aslett 30/03/2026	Cllr Granville	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Monk			11 Six Bells Lane	
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				09/03/26
<p>Internal alteration to remove a modern studwork partition and modern door separating the utility and bathroom. Box out at low level a section of the bathroom to conceal plumbing and the WC cistern, and to install a small piece of joinery beneath the stair. To apply a bamboo floor covering over the existing timber floor boards to the living, kitchen and dining areas, and to apply a cork floor covering over the existing timber floor boards to the bathroom.</p>				

Comment

Proposed by Cllr Willis, with Cllr Granville's apologies:
Sevenoaks Town Council recommended approval, provided the Conservation Officer is satisfied with the proposal.

Planning Applications Considered

Applications considered on 16-3-26

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00318/FUL	Summer Aucoin 24/03/2026	Cllr Layne	Mr D Hook
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mrs R Hook		Flats 1-10, Edenderry Court	13 and 14 Bayham Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/03/26
Replacement and enlargement of an existing 1st floor balcony to Flat 9 Edenderry Court				

Comment

Sevenoaks Town Council recommended approval, providing the Building Control Officer is satisfied with the construction and provided that there are no issues regarding privacy to neighbours.

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00338/HOUSE	Zoe Dommett 23/03/2026	Cllr Shea	Level Architecture
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr M Kiddie			192 Seal Road	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/03/26
Garage conversion into a habitable space with internal alterations and roof lights.				

Comment

Sevenoaks Town Council recommended approval.

DRAFT

Sevenoaks Town Council

**Minutes of the meeting of the Movement & Net Zero Working Group
Held on Monday 16 March 2026 in the Council Chamber, Town Council Offices, TN13 3QG**

Livestreamed and available to view on YouTube until approved by Council:

<https://youtube.com/live/qNNGydnAtB4?feature=share>

Meeting commenced: 18:00

Meeting Concluded: 18:49

Working Group members present – Quorum minimum of 3 members:			
Cllr Dr Marilyn Canet	Present	Cllr Lionel O’Hara (Vice Chair)	Present
Cllr Tony Clayton – Mayor	Present	Cllr Claire Shea	Present
Cllr Dr Peter Dixon	Present	Cllr David Skinner OBE (Chair)	Present

Also in attendance:

Town Clerk

Planning Committee Clerk

PUBLIC QUESTION TIME

None.

75 - APOLOGIES FOR ABSENCE

As above.

76 - MINUTES

The Working Group received and **agreed** the Minutes of the last Movement & Net Zero Group held on 10th March 2025 as a true record.

77 - HIGHWAY IMPROVEMENT PLAN

a) The Working Group received copy of the Town Council's current Highway Improvement Plan (last reviewed 27th January 2025) alongside latest updates on its contents.

b) To Group received and considered various requests received from members of the public for addition to the Town Council's Highway Improvement Plan, with particular note that:

- Kent County Council aims to deliver 1-2 of the highest priority items per year, with an average budget of £1,000 allocated per Town/Parish Council
- Sevenoaks Town Council does not have an allocated fund for highway improvement works

c) It was **agreed** that the attached schedule of highway improvement plan priorities be recommended for approval of the Planning & Environment Committee for subsequent submission to and investigation of Kent County Council.

There being no further business the Chair closed the Meeting.

Signed
Chair

Dated

DRAFT

The below is a **summary** of Sevenoaks Town Council’s Highway Improvement Plan Priority Items, sorted into four categories depending on proposed timeframe of actioning. It should be read in conjunction with the **full** Highway Improvement Plan, which provides further detail on each priority item as well as KCC notes / responses.

Projects are reported in the following categories:

- **For immediate pursuit (highest priority for investigation by Kent County Council’s Highway Improvement team)**
- **During Term of Office 2023-2027 (next class of priority and for investigation by Kent County Council’s Highway Improvement team)**
- Requires further details or significant funds (holding items **not for active current pursuit** until more information or funds are available)
- Monitoring only (holding items comprising **currently active projects or those not for pursuit** via the Highway Improvement Plan, but which STC would like to retain on its priority list for monitoring purposes)

While the first two categories are to be submitted for *active investigation* by KCC, the remaining items as shown in the last two will be retained as holding items. This is so as to streamline the process of KCC evaluating key priority items without delaying their pursuit via further investigations on the remaining items.

For Immediate Pursuit	
HIP Ref	Details
1	Keep Clear section at the narrowest part of Hillingdon Avenue
2	Review of existing signage to improve pedestrian safety, particularly: <ul style="list-style-type: none"> • Frail people sign on Hospital Road outside the Hospital (formal crossing not possible) • No Entry signs to be added at the one-way entrance of Holly Bush Lane where it meets Vine Court Road • “Give Way to pedestrians” sign to replace “Give Way” signs at Hollybush Lane’s junction with Hartslands Road and Vine Court Road

	<ul style="list-style-type: none"> New signage on Bradbourne Vale Road at the entrance to Bradbourne Road, warning of potential for cars in the middle of the road, due to on-road parking. This is considered by the Movement & Net Zero Working Group to comprise a more appropriate alternative for addressing the issue, in favour of removing the car parking spaces which are highly valued locally.
3	HGV restrictions for Town Centre – specifically Pembroke Road and south of High Street south of Pembroke Road while retaining Suffolk Way and Bligh’s access Estimated starting cost as per 2025/26 HIP Information Pack – TRO £3,125 + JTB report £710 + entry signage £686-915 ^{(x no. of entrances + traffic survey £95}
4	Delivery of kerbside EV charging points from domestic energy supply. STC understands that there are intentions to trial such a scheme and would like to formally request to be considered as a test subject.

During Term of Office (2023 – 2027)	
HIP Ref	Details
5	Improving speed compliance on 20mph roads through such means as 20mph SIDs (not currently supported by KCC) and various road narrowing solutions – including the utilisation of planters as movable chicanes, delivery of on-road cycle lanes, pavement widening and formalising of on-road parking via paint. Compliance measures are considered particularly relevant at: Camden Road, St George’s Road, Bradbourne Road, St John’s Road, Quakers Hall Lane, Oak Lane
6	Zebra crossing at Seal Road / Greatness Park Estimated starting costs for zebra crossings as per KCC’s 2025-2026 HIP Pack are £50,000 + £800 for pedestrian count and speed survey. Road Safety Audits will also be required, and it is likely that this number will increase with the new fiscal year.

Requires Further details or significant funds (defer)	
HIP Ref	Details
7	<p><i>STC's Movement & Net Zero Working Group has proposed that compliance of the (2024) 20mph scheme needs to be better understood and, where necessary, improved before the following project should be pursued:</i></p> <p>20mph extension for Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill / Dartford Road, Seal Hollow Road, Tonbridge Road (Sevenoaks School southern entrance), and Oak Lane up to The Dene entrance</p> <p><u>Alongside</u> the following supporting projects, to facilitate compliance:</p> <ul style="list-style-type: none"> • Gradual speed reduction of 60mph to 40mph from Morleys roundabout, to 30mph from Gracious Lane, to 20mph at southern-most Sevenoaks School entrance • Advisory on-road cycle path on Dartford Road, Holly Bush Lane, and St Botolphs Avenue, as well as potential transfer or delivery of on-street parking on Hitchen Hatch Lane and Mount Harry Road. <p>Estimated starting cost – TRO £3,125 + JTB report £710 + zone entry treatment £1,600^(x no. of entrances) + design £2,350 + £320^(x no. of repeaters required) + de-illumination of any lit signs</p>
8	<p><i>While a high priority, the following projects have been placed under this column due to requiring both further information as well as likely to need a significant amount of funding:</i></p> <p>To identify and facilitate safe crossing points at:</p> <ul style="list-style-type: none"> • Bradbourne Vale Road, ideally between the Scout Hut (3rd) and Betenson Avenue to meet key demographic and desire-lines • Bradbourne Road / St George's Road (serving Sevenoaks Primary School) • St John's Road (St James' Road junction) • Quakers Hall Lane (serving St John's Primary School) <p>The Town Council is particularly interested in the informal crossing trial understood to be taking place in Favisham, which utilises a raised table in favour of belisha beacons.</p>

	<p>Estimated starting cost for informal crossings not known. They will likely include at a minimum Pedestrian count and traffic surveys, road safety audits, design and engineering.</p>
9	<p><i>The following cross-boundary project originates from Riverhead Parish Council as well as a resident of the lane. It is understood to be an item on the Parish Council’s Highway Improvement Plan and has been added to the “needs further details” column due to its actioning being contingent on the Parish Council – with potential support from Sevenoaks Town Council towards its delivery:</i></p> <p>Work with Riverhead Parish Council in any resulting scheme to improve safety on Shoreham Lane due to a short section of the road being situated within Sevenoaks Town.</p> <p>This could include financial contribution relative to the works intended within Sevenoaks Town and circulation of promotional materials. Details of design and costs are required before any funding can be allocated.</p> <p>Proposals are understood to potentially include 20mph speed reduction, which would likely entail signage and road markings within Sevenoaks Town, use-restriction below 7.5 tonnes which would also entail boundary treatments, and / or road calming measures.</p>
10	<p><i>The following projects are likely to be addressed within the Town Council’s St John’s / Town Centre Masterplans and have therefore been added to the “needs further details” column until they have been finalised:</i></p> <p>Various St John’s / Town Centre Masterplan-related projects:</p> <ul style="list-style-type: none"> • Removal of western pavement on Bradbourne Road between numbers 27-43, allowing cars to park closer to the wall and the eastern pavement to be widened. • Signage improvements at St John’s Road, Bradbourne Road and Dartford Road junction • Reconfiguration of existing zebra crossings in the Town Centre triangle, to better reflect desire lines and key destinations (i.e. The Stag).
11	<p><i>The following projects are deferred until more information is known and high priority items have been delivered:</i></p> <p>Pedestrian Safety Audits at:</p>

	<ul style="list-style-type: none"> Amherst Road and Bradbourne Road - this is proposed to take place <i>after</i> the future use of Hatton House (Sevenoaks Adult Education Centre) is known and initiated. <p>Junction at St George's Road and Bradbourne Road, where cars often park on the pavements. Bollards have been suggested by nearby residents.</p>
<p>12</p>	<p><i>The following project requires require further information and engagement with the School to identify the best solution before it can be pursued:</i></p> <p>Installation of zig-zag lines at the entrance of Walthamstow Hall.</p>
<p>13</p>	<p><i>The following project originates from feedback received by STC to its Oct 25-Jan 26 public consultation on double yellow line locations. Should the Town Council decide to pursue a further such project, it will consider the following locations proposed by residents:</i></p> <ul style="list-style-type: none"> St John's Hill (further than just corner protection) The Rise Junction of Amherst Road and Bradbourne Road St John's Road (further than just corner protection) Opposite the corner protections at Amherst Road / St John's Road / St George's Road Greatness Lane St George's Road and Bradbourne Road – extension of existing Hollybush Lane Junction of Little Wood and Hillingdon Avenue Junction into Bradbourne Riding Stables from A25 Tonbridge Road (further than just corner protection) Filmer Land from Seal Road Junction of St James' Road and St George's Road Weald Road junction with Taylor's Garden
<p>14</p>	<p><i>The following project was identified by Kippington Ward Cllrs, but requires further information before it can be pursued:</i></p> <p>HGV restrictions on narrow lanes such as Ashgrove Road</p>

	Estimated starting cost – TRO £3,125 + JTB report £710 + entry signage £686-915 ^(x no. of entrances) + traffic survey £95
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Monitoring Only
<p><i>The following project is currently understood to be “under action”, and will be transferred to the “Delivered Projects” section on its completion:</i></p> <p>Signage improvements at Brittain's Lane / Burntwood Road / Ashgrove Road / Oak Lane junction</p> <p><i>(Formerly proposed to receive traffic mirrors, however this was not supported by KCC. A signage review was instead conducted by KCC, which identified a number of opportunities to improve safety through more appropriate signs. This is understood to have been requested for action by Nigel Rowe and will be moved to delivered projects once complete.)</i></p>
<p><i>The following project is currently “under action”, and will be transferred to the “Delivered Projects” section on its completion:</i></p> <p>Corner protections on St Johns Road, corner of Bethel Road / Cedar Terrace, Mill Lane, The Crescent, Hillingdon Avenue, Seal Hollow Road, Wildernesse Mount, Ash Platt, Highlands Park, Letter Box Lane, Bradbourne Road:</p> <p>£7,059 committed from STC CIL towards design, TRO, JTB referral and line delivery. Pre-consultation occurred October 25-Jan 26 with report and final decision on locations for submission resolved by Planning & Environment Committee on 2nd March 2026. The locations as approved have been submitted to KCC for consideration, design, and progression to TRO.</p>
<p><i>The following project is “under action” and being pursued by KCC as part of their developer obligations for the Trinity School extension. Stage 1 & 2 Road Safety Audits completed (Jan 2026).</i></p> <p><i>The wording of the planning condition requires KCC’s “best endeavours” to deliver this safe crossings to serve the school, meaning that it could be discharged without action if no safe solution is identified. It has therefore been retained as a priority item for monitoring purposes and will be removed upon successful delivery:</i></p> <p>Safe crossing points at Hillingdon Avenue, as required under planning permission for Trinity School’s expansion.</p>

The following project will require significant funding and engineering works, and is therefore more likely to be delivered through such mechanisms as Development Briefs for Local Plan allocations and subsequent Section 106 agreements for nearby significant developments. It has been retained under the monitoring section in order to ensure that it remains a priority consideration when reviewing relevant planning applications and leveraging infrastructure improvements:

Sevenoaks Station junction re-design to stop pedestrians walking in the road
Estimated **starting** cost £250,000+

The following project is not feasible for delivery via a Highway Improvement Plan, due to falling under the remit of Sevenoaks District Council. It has been logged for monitoring purposes while STC awaits advice of SDC as to how such a project could be initiated, and may be removed once more is known:

Parking permit schemes to tackle parking issues / commuter parking at Hartslands area and Bradbourne Road.

Delivered:

The following item has been moved to the delivered projects table, with note however that it had been initiated prior to being added to the Town Council's HIP and as such was not delivered via this process:

Zebra crossing at Dartford Road: DELIVERED at £25,000 cost to STC via CIL developer contributions, with further £20,000 secured via SDC CIL and remaining covered by a £55,000 Active Travel England grant, secured by KCC.

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 17 March 2026
Subject: Sevenoaks Town extension to the 20mph speed limit
Classification: Information Only

Summary: This report updates Members of the Board on pre and post implementation speed data for the Sevenoaks Townwide 20mph speed limit extension and the whole town wide 20mph/30mph roads and is in addition to the previous report brought to the board on 25 March 2025.

1. Introduction

This report provides a consolidated summary of the Sevenoaks town-wide 20mph scheme using the full technical review and supporting data.

2. Background and Policy Context

A 20mph scheme speed limit was introduced across various roads in Sevenoaks in August/September 2024. The scheme involved reducing the speed limit from 30mph to 20mph and included changes to signage and road markings (e.g. roundels) only. No physical measures were implemented to aid speed reduction.

A previous JTB report brought before the board on 25 March 2025 outlined the rationale for the town-wide speed limit review, highlighting alignment with road safety and active travel objectives.

Appendix A provides a detailed analysis of the data collected with maps.

3. Scheme Implementation – extension to existing 20mph roads

On-street works delivered 13 August – 9 September 2024.

A Traffic Regulation Order became enforceable from 1 September 2024.

The 20mph extension scheme consisted of signing and road markings only 20mph scheme, no physical calming measures.

4. Speed Survey Findings Automatic Traffic Counter data (ATC Data) summary

Speeds decreased at all monitored sites, with an average reduction of 1.64mph and reductions in 85th percentile speeds.

5. Connected Vehicle (CV) Data Findings summary

62% of analysed links saw reduced mean speeds. Network-wide reduction averaged <1mph.

6. Collision Data Findings

One year of post-scheme data shows decreases in slight and total collisions. No worsening of killed or serious injuries (KSIs) within 20mph streets. To establish a trend, KCC looks at a 3 year data set which will not be available for a further 2 years.

7. Overall Assessment

Positive outcomes include reduced speeds and improved compliance in several areas. Some roads show residual speeds above 24mph.

8. Recommendations for the JTB

Continue with ongoing monitoring and reporting and work with Kent Police to improve enforcement visibility and road safety messaging.

9. Appendices

Appendix A – Sevenoaks 20mph Scheme review – January 2026.

Appendix B - Change in mean speeds (granular) map

Appendix C – Links over 24mph (20mph links only) map

Appendix D – Links over 24mph (All Links) map

Appendix E – Change on Mean Speeds (Coarse) map

Sevenoaks 20mph Scheme Review

Road Safety Intelligence and Innovation Team
Road Safety and Active Travel Group

January 2026

Issue	Author	Date
Draft / Internal	Stewart Fowler	30/01/2026



1 Executive Summary

Analysis of ATC survey data, connected vehicle data and collision data was undertaken to understand the impact of the implementation of a 20mph scheme on vehicle speeds and safety in Sevenoaks. The scheme was implemented in August/September 2024 and involved a reduction in the posted limit from 30mph to 20mph on several roads in central Sevenoaks.

ATC data was recorded across one time period pre-scheme and two time periods post-scheme. The data indicated;

- Speeds recorded in both post-scheme periods were lower than those recorded pre-scheme at all locations where comparable data was available.
- The mean speed reduction was 1.76mph post-scheme compared to pre-scheme.
- Surveys recorded on links that adjoined a 30mph speed limit saw the highest post-scheme speeds, with four locations showing post-scheme speeds above a 24mph threshold (one of which was undertaken on a road with 30mph speed limit).

Connected vehicle data was used to review changes in speed across the whole scheme area.

- In total, 62% of the 283 road links analysed saw a reduction in mean speed post-scheme compared to pre-scheme.
- 61% of the links covered by a TRO (links where the speed was reduced to 20mph) saw a reduction in mean speed, whilst 64% of the 30mph links saw a reduction in mean speed. Detailed maps are available to view in Appendix A.
- Across the whole scheme extent, the average mean speed reduction was <1mph (1%).

Collision data was reviewed to understand the scheme's initial impact on safety.

- There has been a reduction in total collisions occurring within the first year after scheme implementation compared to a pre-scheme baseline, however, there has been an increase in KSI collisions.
- This trend has also been seen in collision data for the whole county, indicating that this may not be the result of the scheme itself.
- In total, nine injury collisions have occurred since scheme implementation (one fatal, four serious, four slight). All collisions have resulted in injury to a vulnerable road user.

2 Report Purpose

The purpose of this report is to present the changes in traffic speeds and casualty data following the introduction of the Sevenoaks 20mph scheme.

3 Background

A 20mph scheme speed limit was introduced across various roads in Sevenoaks in August/September 2024 (figure 1). The scheme involved reducing the speed limit from 30mph to 20mph and included changes to signage and road markings (e.g. roundels) only. No physical measures were implemented to aid speed reduction.

The TRO was enforceable from 1st September 2024, although the works on the ground covered a period from 13th August 2024 to 9th September 2024.

There is a desire to understand the impact the scheme has had on traffic speeds and casualties within the scheme extent.

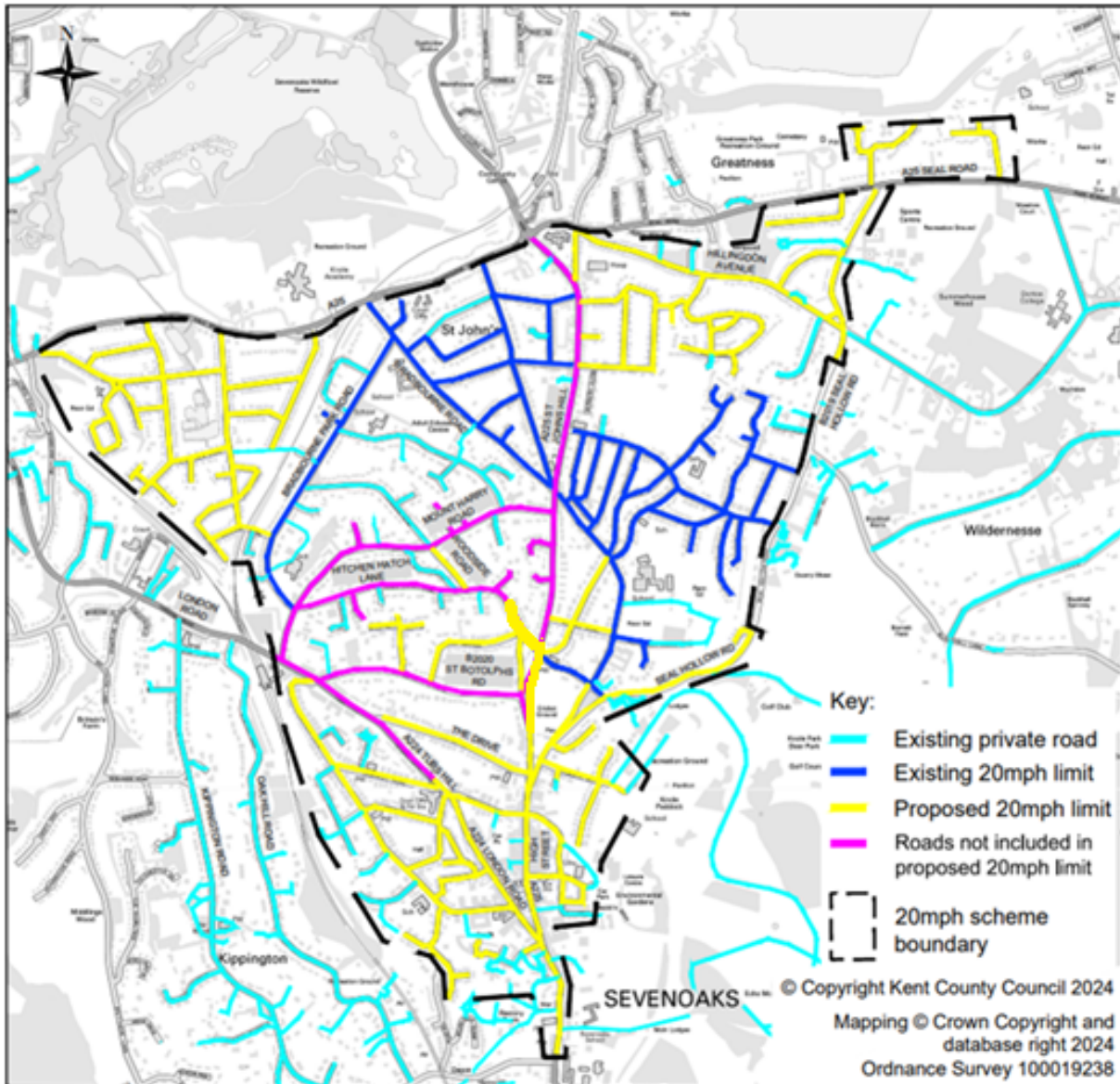


Figure 1: Extent of the 20mph scheme

4 Methodology

Two datasets were used to review the impact of the speed limit change; ATC survey data and connected vehicle data. Collision data was then analysed to review the scheme's impact on safety.

Automatic Traffic Count (ATC) Surveys

Weeklong ATC surveys were conducted pre speed limit reduction and at two different time periods post-scheme implementation. Four locations had surveys conducted pre and post-scheme within close enough proximity to each other to be used as direct comparators across all three time periods. ATCs were carried out at a further six locations in both post-scheme periods. The location of the surveys is shown in figure 2.

Comparisons have been made between each post-scheme survey period and the pre-scheme period, to see if speeds have increased or decreased following scheme implementation. Comparisons have also

been made between each post-scheme period to see how well changes in speed have been maintained over time since scheme implementation.

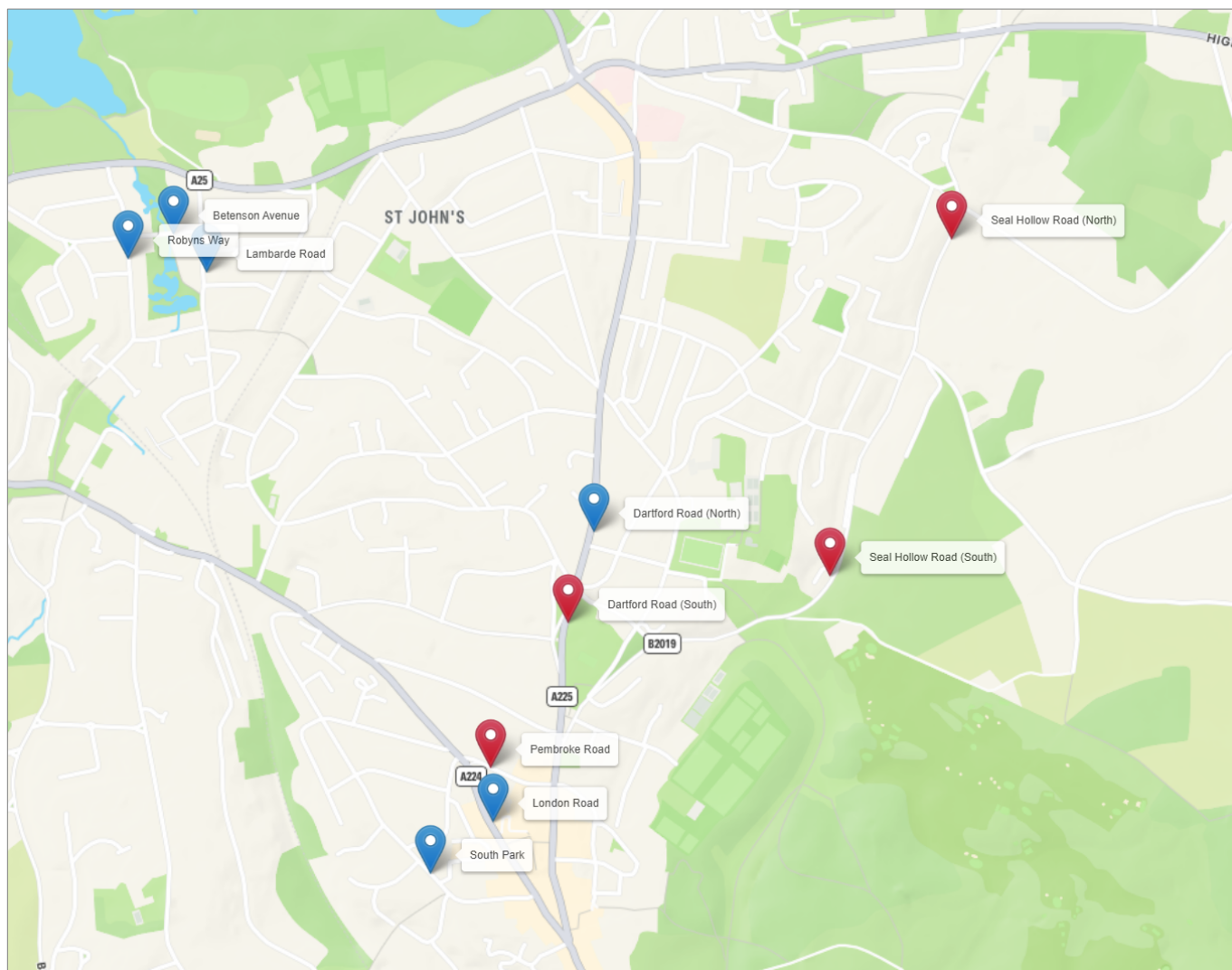


Figure 2: Location of ATC surveys. Red symbols show where data is available pre and post-scheme. Blue symbols where data is available for post-scheme only.

Surveys were conducted at the following dates. For each of reporting the surveys have been grouped into three periods based on the date of collection; Q3 2022 (pre-scheme), Q1 2025 and Q4 2025 (both post-scheme).

Table 1: Dates of ATC surveys

Location	Pre Scheme (Q3 2022)	Post Scheme (Q1 2025)	Post Scheme (Q4 2025)
Seal Hollow Road (North)	05/09/2022-11/09/2022	09/01/2025-15/01/2025	13/11/2025-19/11/2025
Seal Hollow Road (South)	05/09/2022-11/09/2022	07/02/2025-13/02/2025	13/11/2025-19/11/2025
Dartford Road (North)			13/11/2025-19/11/2025
South Park			13/11/2025-19/11/2025
Lambarde Road			13/11/2025-19/11/2025
Robyns Way			13/11/2025-19/11/2025
Dartford Road (South)	04/07/2022-10/07/2022	07/02/2025-13/02/2025	13/11/2025-19/11/2025
Betenson Avenue			13/11/2025-19/11/2025
London Road			13/11/2025-19/11/2025

Pembroke Road	05/09/2022-11/09/2022	07/02/2025-13/02/2025	13/11/2025-19/11/2025
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ATC surveys provide detail of all vehicle trips that cross the pneumatic tubes within the survey period, however they only provide data at that specific location and can therefore be influenced by the siting of the tubes. As such, connected vehicle data was also used to gain an understanding of the impact on speeds across the scheme extent.

Connected Vehicle Data

Connected Vehicle data (CV) is received directly from sensors in vehicles. Information such as speed and heading can be received every 3-10 seconds from a vehicle. This information can be used to track driving behaviour. CV data is only a sample of traffic (1-5% of all traffic) and only contains readings from cars, light goods vehicles and heavy goods vehicles (motorcycles are excluded). Connected vehicle data can provide information on driver behaviour across a larger area but is a limited sample size.

In this analysis, CV data for two time periods was associated to the underlying road network containing 400 links. This meant each link covered by the scheme extent was assigned a mean speed and 85th percentile speed (mph) for each period.

The post-scheme period was defined as 10/09/2024 – 12/08/2025. This period represents the period immediately after the speed limit was reduced to 20mph. A period of 11 months was used to ensure averages were based on enough trips to reduce skew from small sample sizes, and account for seasonal variation.

The pre-scheme period was defined as 10/09/2023 – 12/08/2024, exactly one year prior to the date range of the post-scheme period. This period was used to reduce the impact of seasonal variation, which would have been greater if the analysis reviewed data immediately before the scheme's implementation.

The number of trips each average was calculated from was also provided, thus any link with less than 20 trips in either the pre or post-scheme period was removed from the analysis to reduce the impact of errant values.

Collision Data

Personal injury collision data from STATs19 was reviewed pre-scheme and post-scheme. The pre-scheme period was defined as 10/09/2021 – 09/09/2024 to analyse collisions immediately three years prior to the scheme's completion date and minimise the impact of reduced traffic volumes during the Covid-19 pandemic. As such, collision numbers between the pre and post-scheme periods were more comparable. This time period includes the implementation period of the scheme (13/08/2024 – 09/09/2024), although only one collision was recorded in this time. The post-scheme period was then taken as the complete year 10/09/2024 – 09/09/2025.

Collision data is susceptible to an element of random variation. As such, analysis of collision data is typically undertaken on at least three years pre-intervention and post-intervention to minimise the impact of this variation. Given there is only one complete year of data available, and the number of collisions per year is relatively small, it is difficult to draw meaningful conclusions at this stage. That said, the figures have been provided in this report. The collision numbers for the three year pre-scheme period have been averaged to provide a one year baseline of typical collision totals against which the one year of post-scheme data can be compared.

Data is also provided for the whole county (excluding the collision events that are within the study area of interest) to provide context demonstrating the background collision trends.

5 Results

ATCs

There was a reduction in mean and 85th percentile speeds recorded by the ATCs in both post-scheme periods compared to the speeds recorded pre-scheme (Table 2).

Mean speeds reduced between 0.37mph-4.08mph post-scheme compared to the baseline with the average reduction of 1.64mph. 85th percentile speeds reduced between 0.26mph-3.24mph post-scheme compared to the baseline with the average reduction of 1.76mph.

The means speeds at Seal Hollow Road (South), London Road and Pembroke Road increased (<1mph) between surveys conducted in Q1 2025 and Q4 2025, however the latest recorded speeds were still below the pre-scheme baseline levels.

Seal Hollow Road (South) and Pembroke Road also saw an increase of <1mph in 85th percentile speeds between surveys conducted in Q1 2025 and Q4 2025, however the latest recorded speeds were also below the pre-scheme baseline levels.

Table 2: Changes to mean and 85th percentile speeds

Average (Mean) Speed	Q3 2022 - Average Speed	Q1 2025 - Average Speed	Q4 2025 - Average Speed	Diff. Q3 2022 - Q1 2025	Diff. Q3 2022 - Q4 2025	Diff. Q1 2025 - Q4 2025
Seal Hollow Road (North)	27.09	26.30	24.73	-0.79	-2.36	-1.57
Seal Hollow Road (South)	30.88	26.80	27.44	-4.08	-3.44	0.64
Dartford Road (North)		25.79	25.77			-0.02
South Park		20.79	20.68			-0.11
Lambarde Road		23.25	22.64			-0.61
Robyns Way		19.85	19.45			-0.40
Dartford Road (South)	25.38	25.01	25.01	-0.37	-0.37	0.00
Betenson Avenue		19.83	16.04			-3.78
London Road		20.27	20.38			0.11
Pembroke Road	21.49	20.23	21.08	-1.26	-0.41	0.85

85th Percentile Speed	Q3 2022 - 85th Percentile Speed	Q1 2025 - 85th Percentile Speed	Q4 2025 - 85th Percentile Speed	Diff. Q3 2022 - Q1 2025	Diff. Q3 2022 - Q4 2025	Diff. Q1 2025 - Q4 2025
Seal Hollow Road (North)	31.20	30.94	29.39	-0.26	-1.81	-1.55
Seal Hollow Road (South)	35.10	31.86	32.06	-3.24	-3.04	0.20
Dartford Road (North)		30.30	30.21			-0.09
South Park		26.23	26.06			-0.17
Lambarde Road		28.12	26.91			-1.21
Robyns Way		24.75	24.64			-0.10
Dartford Road (South)	31.90	30.06	29.79	-1.84	-2.11	-0.27
Betenson Avenue		24.53	19.42			-5.11
London Road		24.74	24.53			-0.21
Pembroke Road	26.10	24.72	25.68	-1.38	-0.42	0.96

As shown in figure 3, the data demonstrates as a general trend in that the higher the speed travelled on the road before the intervention, the greater the speed reduction achieved post-scheme. Seal Hollow Road (South) had the highest pre-scheme mean speed of 30.88mph and saw reductions of 4.08mph in Q1 2025 and 3.44mph in Q4 2025. Contrarily, Pembroke Road had the lowest pre-scheme speed of 21.49mph and saw reductions in speed of 1.26mph in Q1 2025 and 0.41mph in Q4 2025. Dartford Road (South) was the main anomaly to this trend, seeing a reduction of just 0.37mph despite a pre-scheme mean speed of 25.38mph.

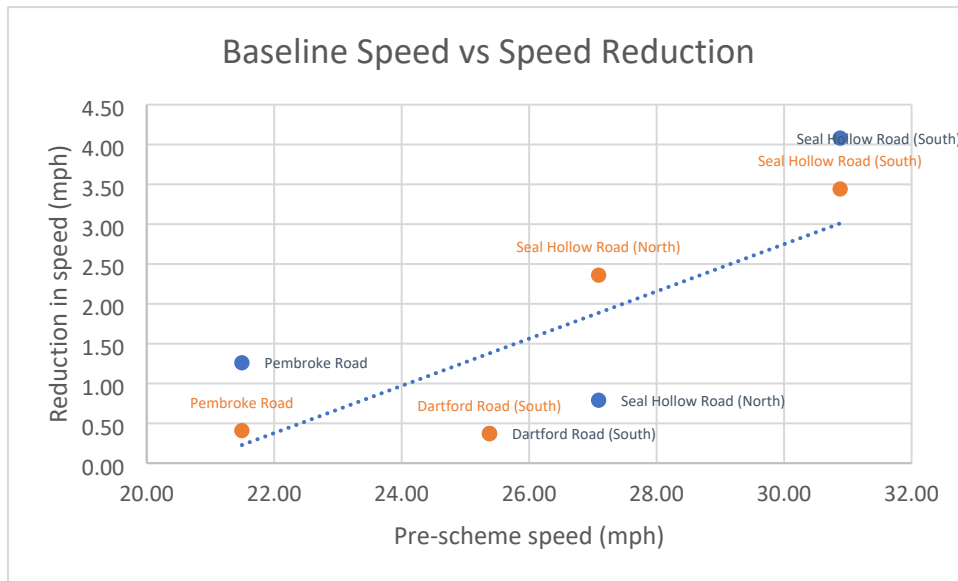


Figure 3: relationship between pre-scheme speed and reduction in speed post-scheme. Note Blue dots represent speeds recorded in Q1 2025, orange dots represent speeds recorded in Q4 2025.

Figure 4 shows the average (mean) speeds by location and direction for the surveys conducted post 20mph implementation. South Park, Lambarde Road, Robyns Way, Betenson Avenue, London Road and Pembroke Road are all exhibiting vehicles speeds around the 20mph speed limit and below the threshold for further speed mitigation (24mph). South Hollow Road (North), South Hollow Road (South) and Dartford Road (South) are all exhibiting mean speeds over 24mph and would therefore be most suitable for further speed mitigation, albeit South Hollow Road (North) has seen reductions in speeds in Q4 2025 compared to Q1 2025 and southbound speeds are below this 24mph level.

The ATC survey conducted on Dartford Road (North) is in a 30mph speed limit section, thus speeds are below the posted limit but above the threshold for further speed mitigation.

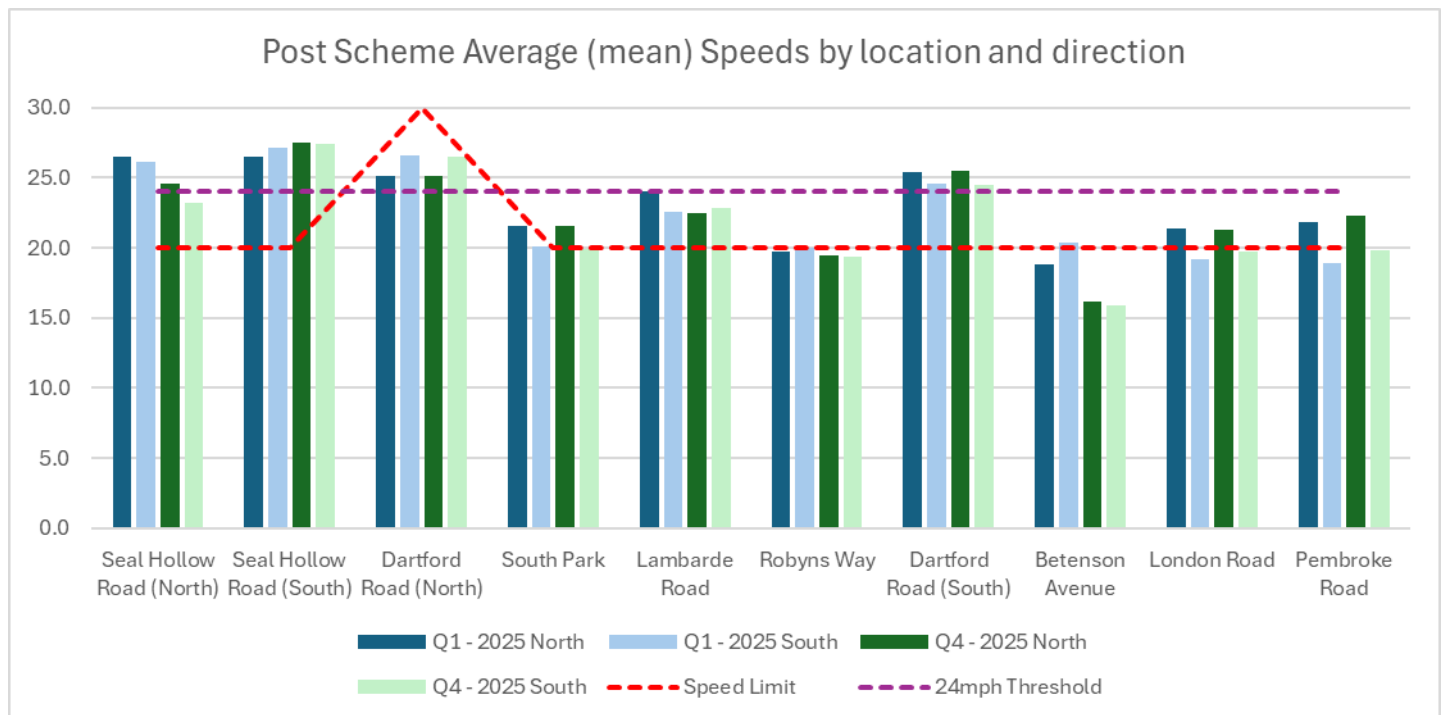


Figure 4: Post-scheme average (mean) speeds by location and direction

Connected Vehicle Data

The connected vehicle data was initially assigned to 400 separate road links throughout Sevenoaks and an average (mean) speed and 85th percentile speed given to each link (table 3). A minimum of 20 observations was required for each link for it to qualify for the analysis to remove the bias of small count numbers. This resulted in 283 road links being selected for analysis. Of these 283 road links, 208 (73%) were covered by a Traffic Regulation Order (TRO) and therefore had a posted limit reduced to 20mph as part of the scheme. The remaining 75 links (27%) were on roads not covered by the TRO and therefore assumed to remain at 30mph.

In total, 62% of the road links saw a reduction in mean speed post-scheme compared to pre-scheme. 61% of the links covered by a TRO (20mph links) saw a reduction in speed, whilst 64% of the 30mph links saw a reduction in mean speed.

Table 3: Breakdown of links in study area by posted speed limit and change in mean speeds.

	20mph	%	30mph	%	Total
Reduction	127	73%	48	27%	175
%	61%		64%		62%
Increase	80	75%	26	25%	106
%	38%		35%		37%
No change	1	50%	1	50%	2
%	0%		1%		1%
Total	208	73%	75	27%	283

Whilst there was a variation in whether each link saw an increase or decrease in mean speeds across all links, when taking the actual scale of the speed change into account, the general trend was that there was a reduction in both mean speeds and 85th percentile speeds in the study area post-scheme compared to pre-scheme (table 4).

Table 4: Average change in mean and 85th percentile speeds

For links with more than 20 data points pre and post scheme (whole Sevenoaks area)				
	Pre Scheme	Post Scheme	Difference	%Change
Mean speed (mph)	16.72	16.49	-0.23	-1%
85th (mph)	22.40	22.10	-0.30	-1%
For links with more than 20 data points pre-and post and are currently 20mph				
	Pre Scheme	Post Scheme	Difference	%Change
Mean speed (mph)	16.46	16.19	-0.27	-2%
85th (mph)	22.10	21.80	-0.30	-1%
For links with more than 20 data points pre-and post and are currently 30mph				
	Pre Scheme	Post Scheme	Difference	%Change
Mean speed (mph)	17.45	17.32	-0.13	-1%
85th (mph)	23.24	22.96	-0.28	-1%

Across the whole scheme, there was an average mean speed and 85th percentile reduction of 1%.

Given these metrics are averaged across a number of links covering a wide geographic area, the collective speed limit reduction is low in real terms (<1mph), however, for individual links the range of mean speed reduction is between 0.01mph and 7.16mph, whilst the range of increase is between 0.01mph and 5.19mph.

Maps have been produced to show the detail of which specific links in the study area have seen increases and decreases in mean speeds, and the extent of the change in mean speed. These can be found in Appendix A.

Collision Data

Personal injury collision data for the scheme area from STATs19 is shown in table 5. There have been nine collisions in the scheme area in the year following the implementation of the 20mph scheme. There has been one fatal collision, four serious collisions and four slight collisions. There has been an increase in KSI (killed and serious injury) collisions compared to the pre-scheme baseline. There has been a reduction in slight and total collisions post-scheme compared to the baseline.

This trend is comparable to that seen countywide in the same time period (table 6), with KSI collisions increasing in the post-year period and total collisions reducing (for all speed limits) compared to the pre-scheme baseline.

Figure 5 shows the locations and severities of the collisions in the pre-scheme and post-scheme periods. It is noteworthy that of the five KSI collisions that occurred in the post-scheme period, two of them (one fatal, one serious) occurred on sections of the road with a 30mph limit still in place. In the pre-scheme period, none of the KSI collisions occurred on the 30mph roads, thus, in terms of collisions occurring within the 20mph sections of road, the baseline period and the post-scheme period both have seen 3 KSI collisions.

Meaningful conclusions cannot be drawn from this due to the low collision numbers which are more susceptible to random variation, thus additional time may give a clearer picture of the impact of the scheme on collision trends. That said, at present it would appear there has been no disbenefit of the scheme on the number and severity of collisions on roads that have seen the speed limit reduced to 20mph, but an increase in KSI collisions across the scheme areas as a whole.

Table 5: Collisions within the extent of the 20mph scheme

		Collisions in Sevenoaks 20mph scheme				
Period	Date	Fatal	Serious	KSI	Slight	Total
PreYr1	10/09/2021-09/09/2022	0	3	3	7	10
PreYr2	10/09/2022-09/09/2023	0	1	1	17	18
PreYr3	10/09/2023-09/09/2024	0	4	4	13	17
PreAvg.	Sum above, divide by 3	0	3	3	12	15
PostYr 1	10/09/2024-09/09/2025	1	4	5	4	9
Difference to Avg.		1	1	2	-8	-6

Table 6: Collisions in Kent

		Collisions in Kent				
Period	Date	Fatal	Serious	KSI	Slight	Total
PreYr1	10/09/2021-09/09/2022	30	518	548	2325	2873

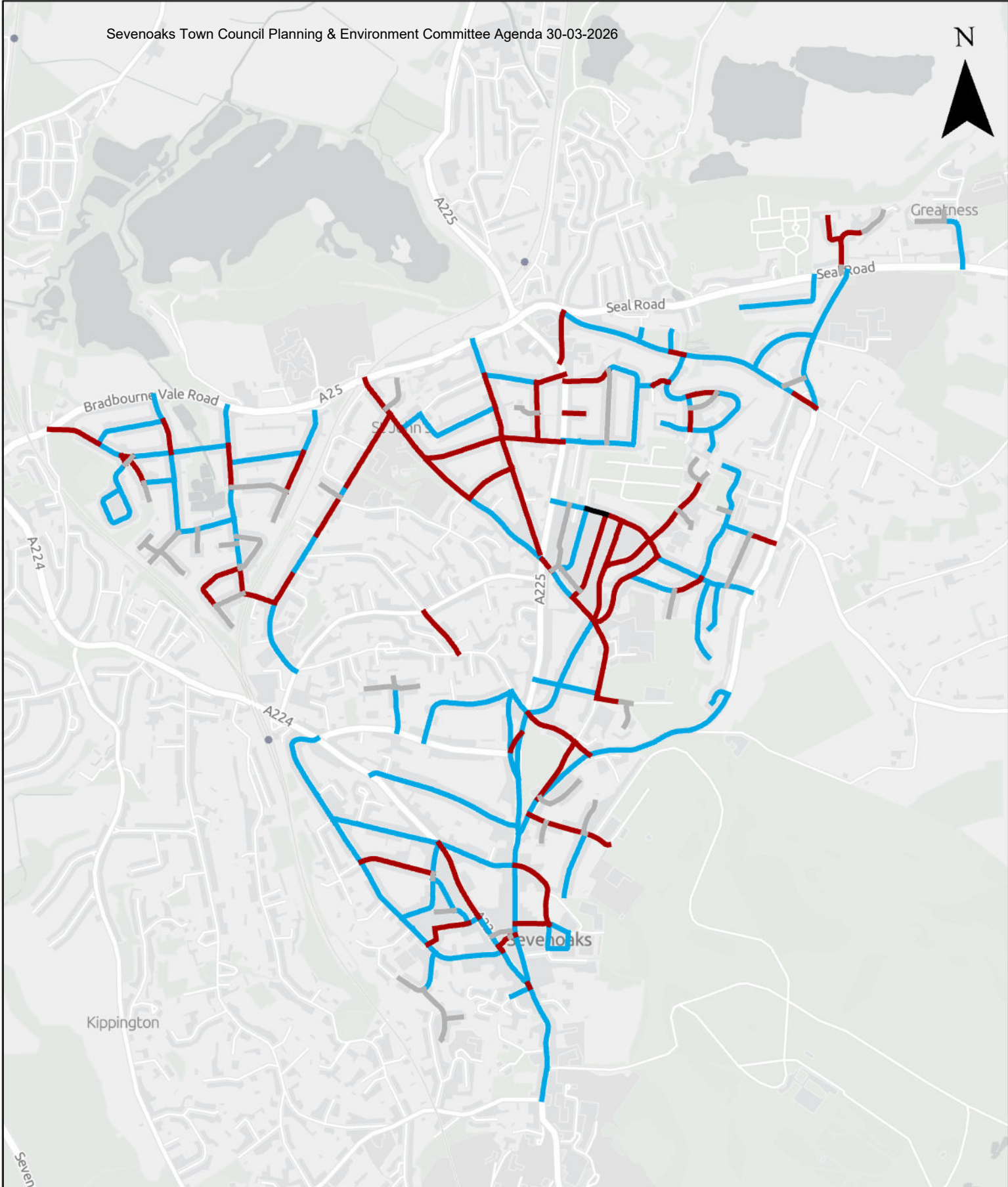
PreYr2	10/09/2022-09/09/2023	31	552	583	2333	2916
PreYr3	10/09/2023-09/09/2024	34	614	648	1890	2538
PreAvg.	Sum above, divide by 3	32	561	593	2183	2776
PostYr 1	10/09/2024-09/09/2025	22	704	726	1860	2586
Difference to Avg.		-10	143	133	-323	-190

31 of the 45 collisions in the pre-scheme period involved a vulnerable road user (VRU)¹. This equates to 10.3 collisions involving a VRU as an annual average baseline. All eight KSI collisions occurring pre-scheme involved a VRU. Post-scheme, eight of the nine collisions involved a VRU, with all five of the KSI collisions involving a VRU.

¹ Vulnerable Road Users includes; pedestrian, pedal cyclist, motorcyclist, ridden horse, mobility scooter and all forms of micromobility (e-scooters etc.).



Figure 5: Location of collisions in pre and post-scheme period. Descriptions of post-scheme KSI collisions.



Legend

- **Reduction**
- **Increase**
- **No change**
- **No data**

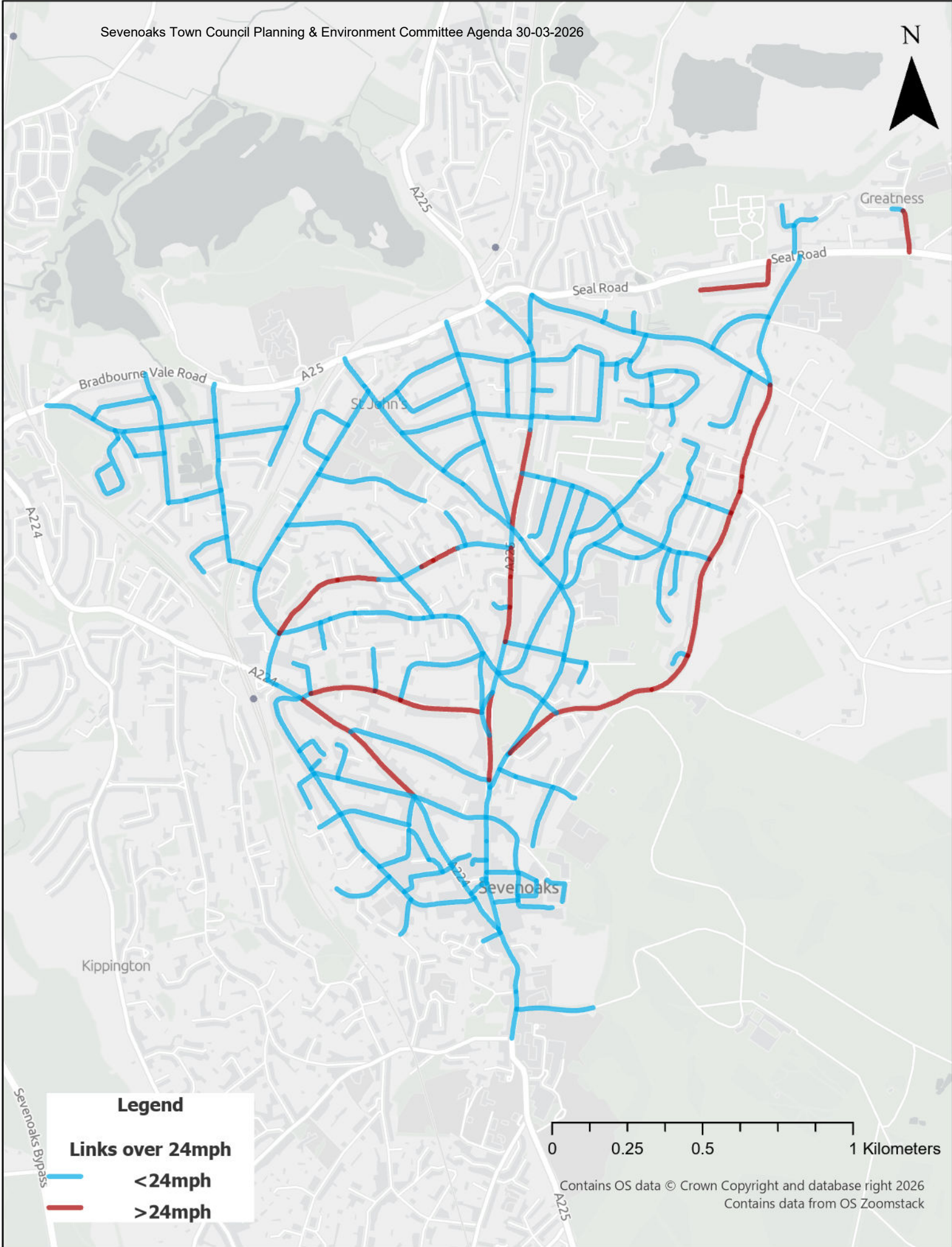
0 0.25 0.5 1 Kilometers

Contains OS data © Crown Copyright and database right 2026
Contains data from OS Zoomstack

Sevenoaks 20mph Scheme - Change in mean speeds

Mean speeds taken from connected vehicle data
(Pre: 10/09/2023 -12/08/2024
Post: 09/10/2024 - 12/08/2025)





Legend

Links over 24mph



< 24mph

> 24mph

0 0.25 0.5 1 Kilometers

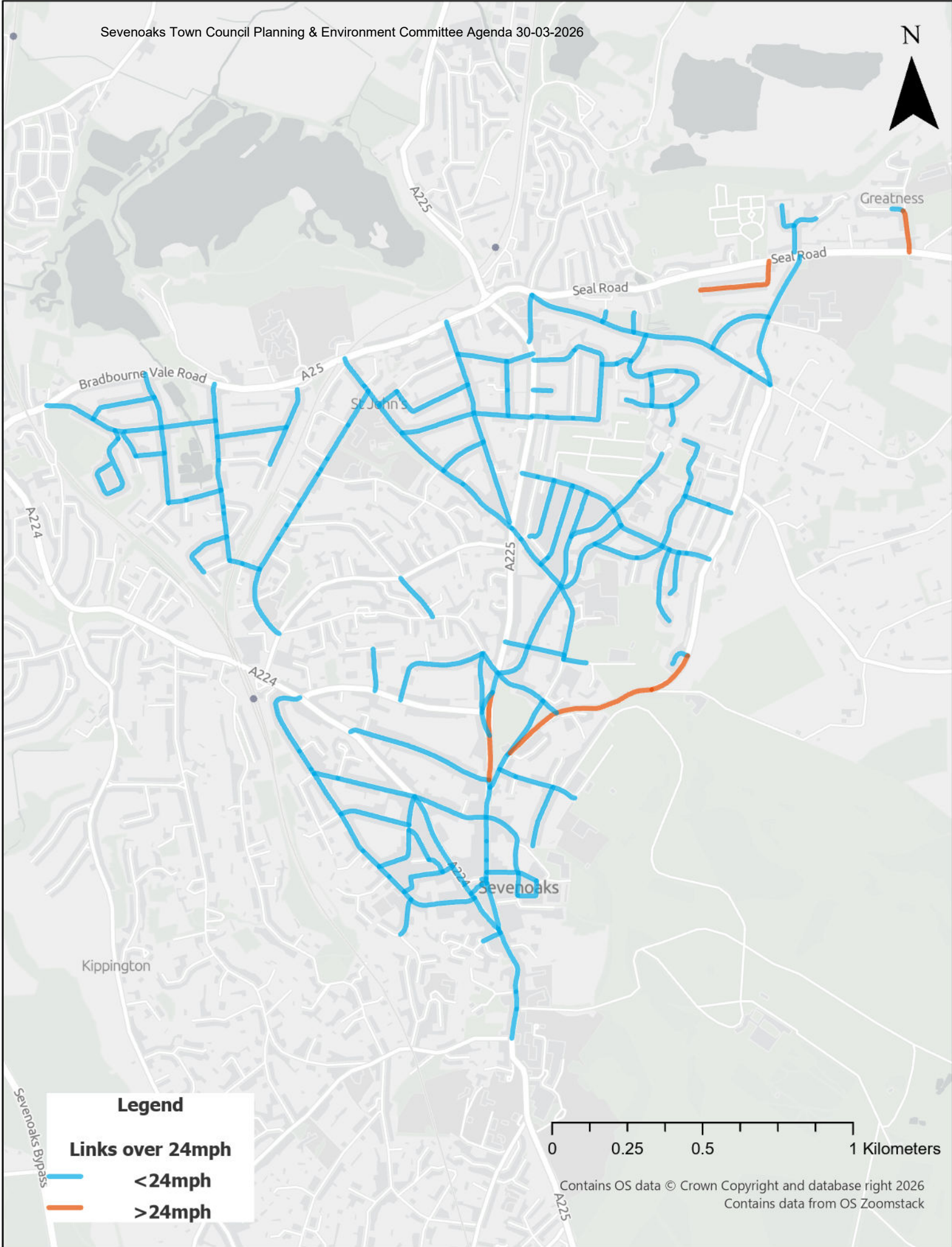
Contains OS data © Crown Copyright and database right 2026
Contains data from OS Zoomstack

Sevenoaks 20mph Scheme - Links over 24mph

Mean speeds taken from connected vehicle data

(Post: 09/10/2024 - 12/08/2025)

All links (20mph and 30mph posted limit)



Legend

Links over 24mph



<24mph

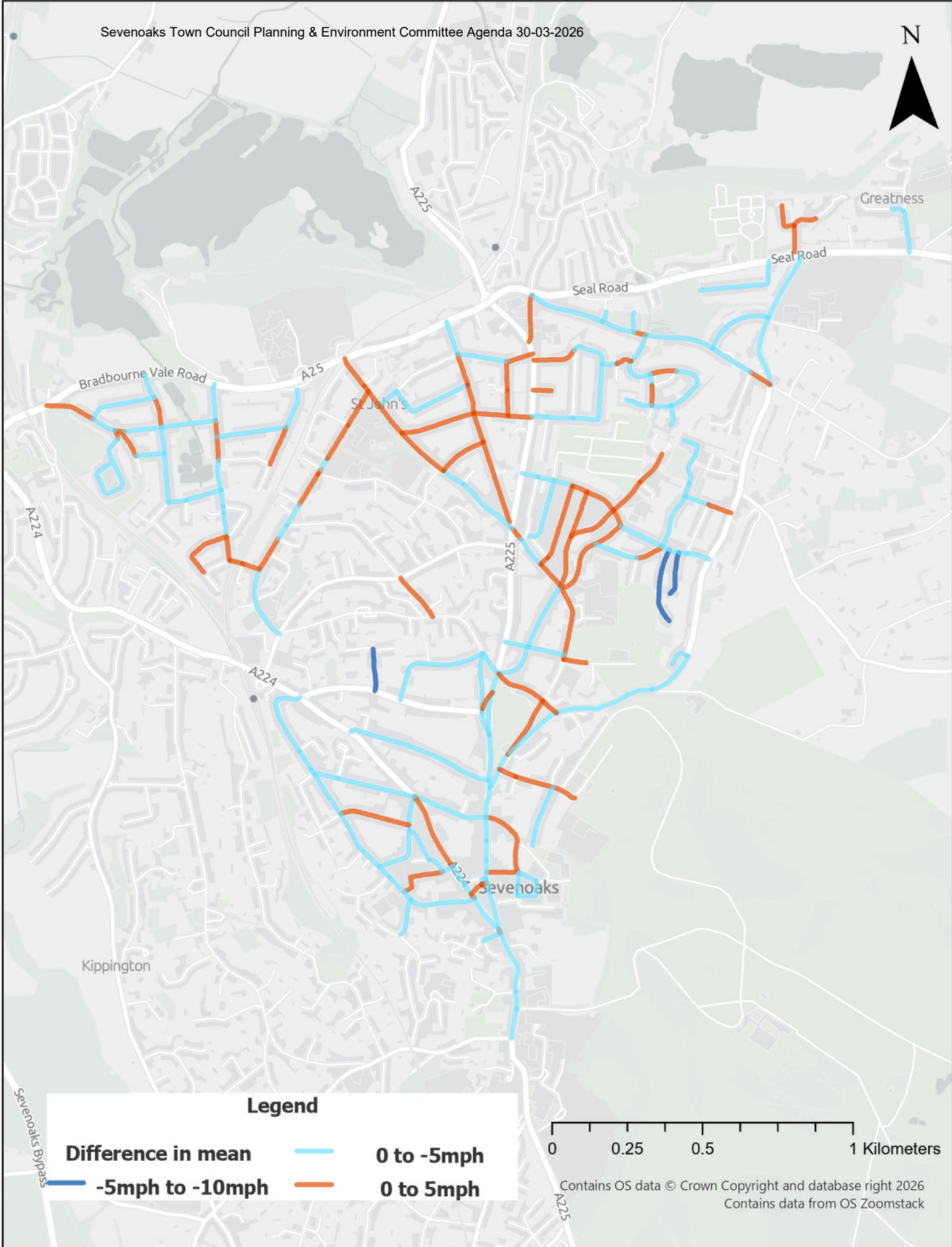
>24mph

Sevenoaks 20mph Scheme - Links over 24mph

Mean speeds taken from connected vehicle data

(Post: 09/10/2024 - 12/08/2025)

Only links with 20mph limit shown



Legend

- | | | |
|---------------------------|------------------------|-------------------|
| Difference in mean | | 0 to -5mph |
| | 0 to 5mph | |
| | -5mph to -10mph | |

0 0.25 0.5 1 Kilometers

Contains OS data © Crown Copyright and database right 2026
Contains data from OS Zoomstack

Sevenoaks 20mph Scheme - Change in mean speeds

Mean speeds taken from connected vehicle data

(Pre: 10/09/2023 -12/08/2024

Post: 09/10/2024 - 12/08/2025)



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Appeal Decision

Site visit made on 17 December 2025

by **S Lo LLB M.SRA**

an Inspector appointed by the Secretary of State

Decision date: 16th March 2026

Appeal A Ref: 6000946

Pavement o/s Sevenoaks Train Station, London Road, Sevenoaks, TN13 1DW

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by BT Telecommunications PLC against the decision of Sevenoaks District Council.
 - The application Ref is 25/01068/FUL.
 - The development proposed is the proposed installation of 1no. BT Street Hub unit and removal of associated BT payphone kiosks.
-

Appeal B Ref: APP/G2245/Z/25/3374181

Pavement o/s Sevenoaks Train Station, London Road, Sevenoaks, TN13 1DW

- The appeal is made under Regulation 17 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 against a refusal to grant express consent.
 - The appeal is made by BT Telecommunications Plc against the decision of Sevenoaks District Council.
 - The application Ref is 25/01069/ADV.
 - The development proposed is the proposed installation of 1no. BT Street Hub unit and removal of associated BT payphone kiosks
-

Decision

1. For Appeal A, the appeal is dismissed.
2. For Appeal B, the appeal is dismissed.

Preliminary Matters

3. There are two appeals before me. Appeal A relates to the Council's refusal of planning permission for the erection of a BT street hub, while Appeal B concerns the refusal of consent to display advertisements on the BT street hub. I have considered each on their individual merits. However, as they raise similar issues, I have combined both decisions into a single appeal decision.
4. For Appeal B, The Town and Country Planning (Control of Advertisements) (England) Regulations 2007, the National Planning Policy Framework (the Framework) and the National Planning Practice Guidance (PPG) confirm that advertisements should be subject to control only in the interests of amenity and public safety. I have taken into account the provisions of the development plan, in so far as they are material, and any other relevant factors.

Main Issue

5. The parties agree that the proposal would not be detrimental to public amenity, and I have found no reason to disagree. Accordingly, the main issue in both

appeals is the effect of the proposal on public safety, with particular regard to pedestrians and motorists.

Reasons

6. The proposal involves the installation of a BT Street Hub on a pedestrian island located directly outside Sevenoaks Railway Station. Two kiosks previously occupied this island, but these have already been removed. The island itself is relatively wide and triangular in form, and functions as a central crossing point for two pedestrian access routes that facilitate safe movement to and from the station. It also accommodates important street furniture items, which includes a “no entry” sign and traffic lights which controls the vehicles exiting the station car park onto London Road. It also forms part of the movement network for vehicles travelling to and from Sevenoaks High Street via London Road and is visible to traffic emerging from Hitchen Hatch Lane. Notably, London Road is an ‘A road’ and therefore carries significant volumes of traffic along a strategic route, where matters of safety, speed and access design are of particular importance. Consequently, the island plays a key role in managing both pedestrian flows and vehicular movements associated with the station.
7. It is agreed between the parties that the appeal site is located at a busy and complex junction. Evidence from Kent County Council (KCC), in its capacity as the local highway authority, indicates that this pedestrian island is located at a busy junction which is in close proximity to the railway station. Based on my observations during the site visit, I have no reason to disagree with KCC’s assessment. I also observed consistently high levels of vehicular traffic, with a significant number of cars contributing to the overall congestion in the area. Due to the close proximity with the railway station, I also observed significant levels of pedestrian activity, with one of the pedestrian access routes interacting closely with the traffic lights on the island that control vehicles exiting towards Sevenoaks High Street via London Road. The other pedestrian access route is not signal-controlled, meaning that pedestrians using it would need to visually navigate any traffic seeking to travel along London Road in the opposite direction from the High Street. Consequently, the island facilitates pedestrian movements that interact closely with all vehicles leaving and entering the station, which can involve high volumes of traffic. Given these conditions, KCC consider that any additional distractions for drivers and pedestrians would not be acceptable at this location.
8. The proposed structure would be installed parallel to the kerb and positioned directly adjacent to vehicular traffic exiting the railway station towards London Road. Standing approximately 3 metres tall, it would be orientated so that the wider faces of the rectangular panel (measuring roughly 1.2 metres in width) would directly face any vehicles waiting at the traffic light. Although it would occupy broadly the same location as the two former kiosks, the proposed structure would be around 0.8 metres taller. Additionally, unlike those earlier kiosks, it would not be visually permeable, as it lacks the extensive glazing that previously allowed some views through the structures.
9. Given the width and overall dimensions of the island, it is considered unlikely that the proposal would directly impede pedestrian movement to or from the surrounding pavements or affect their ability to use the island as a crossing point.

10. The proposed structure would be positioned in proximity to the carriageway and would therefore obstruct some of the visibility of any pedestrians which are in the process of using the island as a crossing point. The risk of sightline obstruction would be exacerbated by the non-permeable nature of the structure. As a result, pedestrians could be partially concealed behind the panel at critical moments, increasing the likelihood of potential collisions.
11. Although the nearby traffic signal stop line would partially mitigate the risk of collision, by requiring vehicles to halt before crossing over one of the pedestrian access points attached to the island, this would not eliminate this hazard entirely. During my site visit, I observed that the area experiences high levels of pedestrian movement associated with the railway station, and any reduction in visibility within such a busy environment would heighten existing safety risks. While I recognise that the structure would be viewed 'sideways-on' for vehicles entering the railway station carpark, thereby reducing the degree of visual obstruction from that specific direction, it would nevertheless remain a prominent feature across a wide range of viewpoints. The obstruction of key sightlines at a junction of this nature therefore poses a significant concern not only for pedestrians, but also for motorists, potentially compromising the safe operation of the local road network.
12. The loss of visibility would be compounded by the introduction of illuminated advertisements on both of the wider faces of the structure. As a result, one illuminated panel would directly face vehicles waiting to exit the railway station towards the High Street via London Road, while the other would face pedestrians using the island as well as traffic travelling along London Road. Owing to the illumination, it is also likely that waiting vehicles at the junction with Hitchen Hatch Lane would also be able to see the display. While it is acknowledged that the proposal involves static rather than moving images, the presence of illuminated advertisements in such close proximity to multiple junction points within this busy and complex road layout still has the potential to distract road users. This remains the case regardless of whether a specific brightness threshold is met. This distraction risk, when combined with the already constrained visibility at the site, would increase the likelihood of both pedestrian and vehicular conflict, thereby heightening the potential for accidents.
13. In reaching this view, I have considered that the local area is comprised of a mix of commercial and residential properties. However, the principal feature of the locality is the railway station and its associated car park. Given the relative lack of similar forms of advertising in this location, it is not considered that the visual impact of the illuminated screens would assimilate well into the visual background as to sufficiently mitigate the visual distraction of the proposed scheme. This remains the case even within the modern context of the surrounding environment and the limited separation between the panels and the road.
14. While I recognise that the design of the structure and display may align with Transport for London (TfL) guidance, the concerns outlined above lead me to conclude that the proposal would nevertheless pose an unacceptable distraction to local highway users.
15. The appellant has referred to the absence of accident data and to appeal decisions¹ at Pavement on Old Street o/s 106 St Lukes Close, London. However,

¹ Ref: APP/V5570/W/22/3309120 and APP/V5570/H/22/3309121

in that appeal the Inspector observed during their site visit that there was good visibility along that stretch of Old Street, and that similar furniture items were already located nearby in the form of Hubs and bus stop advertising panels. Accordingly, that Inspector found that the hub advertising would not exacerbate highway or public safety. In contrast, I have found that visibility at the appeal site would be significantly affected by the proposed development, such that it would exacerbate existing public-safety issues. Accordingly, the circumstances of this appeal decision are materially different, and I am not satisfied that it should alter my assessment of this appeal.

16. It is also noted that, in the St Paul's Underground Station, London appeals², the Inspector found that street hubs could deliver useful public benefits. However, in that case, despite the site being located on a major arterial road, the Inspector found no possibility of obstruction to pedestrians and concluded the advertisements were not of a size or proximity to roads that would cause a distraction to drivers. That is not the situation before me. In this appeal, the proposed development would materially obstruct visibility and increase the risk of distraction within an already constrained and busy junction. The circumstances are therefore not comparable, and those decisions do not alter my assessment.
17. In conclusion, for Appeal A, the proposal would have a harmful effect on public safety, with particular regard to pedestrians and motorists. It would not result in the creation of a safe and secure environment, contrary to Policy EN1 of the Sevenoaks Allocation and Development Management Plan 2015 (MP).
18. In conclusion, for Appeal B, the proposal would likewise have a harmful effect on public safety, with particular regard to pedestrians and motorists. I have taken into account Policy EN1 of the MP, which seeks to secure high quality design and is material to this appeal. As I have found that the proposal would harm public safety, it would conflict with this policy. As such, it would not comply with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Other Matters

19. The Council has raised concerns that the digital advertisement display could exceed recommended illumination levels, with the potential to adversely affect residential amenity. I acknowledge the appellant's confirmation that the displays would be fitted with automatic dimming controls to adjust brightness in response to ambient lighting conditions. They have referred to the Footpath outside Stonebow House, 8-10 The Stonebow (Supersonic Fitness), York decisions³. It is recognised that some elements of visual intrusion could be successfully mitigated by conditions. However, notwithstanding this possibility, I am not satisfied that the scheme in this case is acceptable, nor that any visual effects could be sufficiently mitigated by the use of conditions.
20. The proposed development would deliver a number of benefits. It would provide a modernised form of telecommunications infrastructure, offering free Wi-Fi with a 150-metre range, integrated 5G small-cell equipment that could reduce the need for additional standalone masts, free public calls and a USB charging facility. Socially, it would support digital inclusion, act as a community noticeboard, and

² Ref: APP/K5030/W/22/3301224 and APP/K5030/H/22/3301225

³ Ref: APP/C2741/W/22/3311620 and APP/C2741/H/22/3311629

incorporate a tablet interface providing tourist information and wayfinding services. Environmentally, the structure would occupy a location previously used for payphone kiosks and would incorporate sensors to monitor air quality, sound levels and light pollution, all powered by renewable energy. Economically, the development could create employment during installation and offer advertising opportunities for local businesses. The appellant states that, between April 2024 and February 2025, existing deployed units supported 4 million Wi-Fi sessions and 1.4 million calls, including 30,000 emergency calls, indicating a high level of public use. However, it is unclear where these units are located or how many were included in this assessment.

21. Some of these benefits are recognised in other appeal decisions. In the appeal at Union Street, Birmingham⁴, the Inspector concluded that similar kiosks serve a dual purpose, providing communication services while hosting advertising intended to fund those functions. The Inspector acknowledged that these communication services would offer some public benefit, which should be afforded weight in favour of the proposal. Nonetheless, the appeal proposal would be situated on a traffic island, making it less convenient and practical for users to access its facilities comfortably. Prolonged use of the services could also increase congestion within a high-footfall area associated with the railway station.
22. Given the scale and nature of the development, these benefits are considered to be comparatively limited and do not outweigh the identified harm in respect of the main issue or the resulting conflict with the development plan.

Conclusion

23. For Appeal A, the proposal conflicts with the development plan taken as a whole and material considerations do not indicate that the appeal should be determined other than in accordance with it. Therefore, for the reasons set out above, I conclude that the appeal should be dismissed.
24. For Appeal B, for the reasons given above the appeal should be dismissed.

S L o

INSPECTOR

⁴ Ref: APP/P4605/W/18/3202341 and APP/P4605/H/18/3201305

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The Parish/Town Clerk

Direct Dial: 01732 227000, Option 3
Ask For: Christopher Park
Email: dmcommittee@sevenoaks.gov.uk
My Ref: 25/02921/HOUSE
Your Ref:
Date: 24 March 2026

Dear Sir/Madam

Town and Country Planning Act 1990

Site: 11 Crawshay Close Sevenoaks Kent TN13 3EJ

Development: Single-storey rear extension, introduction of a bay window at the front of the building, garage extension to the front, 1st floor rear extension, loft conversion with juliet balcony, roof extension, internal alterations, alterations to fenestration. Erection of a lightweight open timber canopy to the side of the building, rear decking area and associated landscaping. Erection of an outbuilding in the rear garden.

The current application on this site is due to be considered at the meeting of the Development Control Committee, on **2 April 2026** at 7 pm. The Meeting will take place at the Council Offices, Argyle Road, Sevenoaks Kent, TN13 1HG and will be live streamed to YouTube here: https://www.youtube.com/channel/UCIT1f_F5OfvTzxiZk6Zqn6g

We operate a system of public speaking at meetings of the Committee. For advice on speaking on planning applications and further information about the Development Control Committee please view: www.sevenoaks.gov.uk/developmentcontrolcommittee.

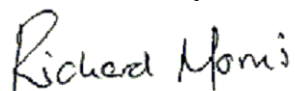
If a representative from the Parish/Town Council would like to speak on the application, please register your interest with our Customer Solutions Team on 01732 227000, who can also answer any questions you may have regarding the public speaking procedure. You need to register your interest by 5pm on the day of the meeting at the latest. Only one person can be registered. However, in the case of deferred applications being reconsidered by the Committee, further representations will not normally be heard at the meeting.

Please be advised once you have registered to speak, if you wish to show any photographs or plans (no more than three), these must be submitted electronically to the Development Control Team by 5pm the day BEFORE the meeting date (email: dmcommittee@sevenoaks.gov.uk.) This deadline is to ensure sufficient time is available to prepare and check the presentation before the meeting. Material received after this time will be rejected. Any photomontages or other visualisations of the appearance of the development will only be accepted if they are accompanied by a statement showing how they have been created based on the application plans. Please note that written information is not permitted to be used as a “visual aid”.

Those wishing to speak may do so remotely or in person. Joining details for Zoom will be sent out the day before the Committee by Democratic Services. Please make it known when registering to speak whether you will be participating remotely or attending in person.

Copies of the committee agenda, including the report relevant to this application, will be available to view and download 5 working days before the Committee Date, via our website, www.sevenoaks.gov.uk.

Yours faithfully

A handwritten signature in black ink that reads "Richard Morris". The signature is written in a cursive style with a large initial 'R'.

Richard Morris
Deputy Chief Executive and Corporate Director
Planning & Regulatory Services

Planning Application

<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
25/02921/HOUSE	Christopher Park 02/12/2025	Cllr Shea	Verite Design Managem
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Miedzinski		11 Crawshay Close	Northern
<i>Town</i>	<i>County</i>	<i>Post Code</i>	

Application on 11/11/25

Single-storey rear extension, introduction of a bay window at the front of the building, garage extension to the front, 1st floor rear extension, loft conversion with juliet balcony, roof extension, internal alterations, alterations to fenestration. Erection of a lightweight open timber canopy to the side of the building, rear decking area and associated landscaping. Erection of an outbuilding in the rear garden.

Comment on 01/12/25 No. of days taken to comment 20

Sevenoaks Town Council recommended refusal on the following grounds:

- Overdevelopment of the house and size / height of outbuilding
- Inappropriate roof line
- Inappropriate treatment of facade causing loss of the unifying street scene
- Impact on the street scene altering the appearance of this pair of semis
- Overlooking of neighbours
- Loss of light and amenity to immediate neighbours, including those on Robyns Way
- Loss of privacy from the Juliet balcony and introduction of business premises

Informative:

Sevenoaks Town Council advised that, should permission be granted, surface water must not be directed to the sewer.

Decision on

Appeal on

Planning Application

<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
25/02921/HOUSE	Christopher Park 04/02/2026	Cllr Shea	Verite Design Managem
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Miedzinski		11 Crawshay Close	Northern
<i>Town</i>	<i>County</i>	<i>Post Code</i>	

Application on 14/01/26

25/02921/HOUSE - REVALIDATED Plan

Single-storey rear extension, introduction of a bay window at the front of the building, garage extension to the front, 1st floor rear extension, loft conversion with juliet balcony, roof extension, internal alterations, alterations to fenestration. Erection of a lightweight open timber canopy to the side of the building, rear decking area and associated landscaping. Erection of an outbuilding in the rear garden.

A summary of the changes is set out below:

Updated drawings resolving the issue of potential encroachment received 07.01.2026

Comment on 02/02/26

No. of days taken to comment

19

Proposed by Cllr Dr Canet with Cllr Shea's apologies:

Sevenoaks Town Council recommended refusal on the following grounds:

- Overdevelopment of the house and size / height of outbuilding
- Inappropriate roof line
- Inappropriate treatment of façade, causing loss of the unifying street scene
- Impact on street scene altering appearance of pair of semis
- Overlooking of neighbours
- Loss of light and amenity to immediate neighbours, including those on Robyns Way
- Overlooking of neighbours

Informative:

Sevenoaks Town Council advised that, should permission be granted, surface water must not be directed to the sewer.

Decision on

Appeal on



Sevenoaks Town Council

Tel No: 01732 227000
Ask for: Street Naming & Numbering
Email: street.naming@sevenoaks.gov.uk
My Ref: 26/00023/NEWDEV
Date: 18th March 2026

Dear Sir/Madam

STREET NAMING & NUMBERING - SECTION 64 TOWN IMPROVEMENTS ACT 1847

Site: 150A High Street Sevenoaks Kent TN13 1XE

Extension and conversion of former offices to create 5 self-contained flats.

NB The ground floor retail unit (150) is to remain.

We can confirm the new addressing for the above development. Please see details in the table overleaf. Also attached is a plan of the development for your information.

If you have any queries then please contact us.

Yours faithfully

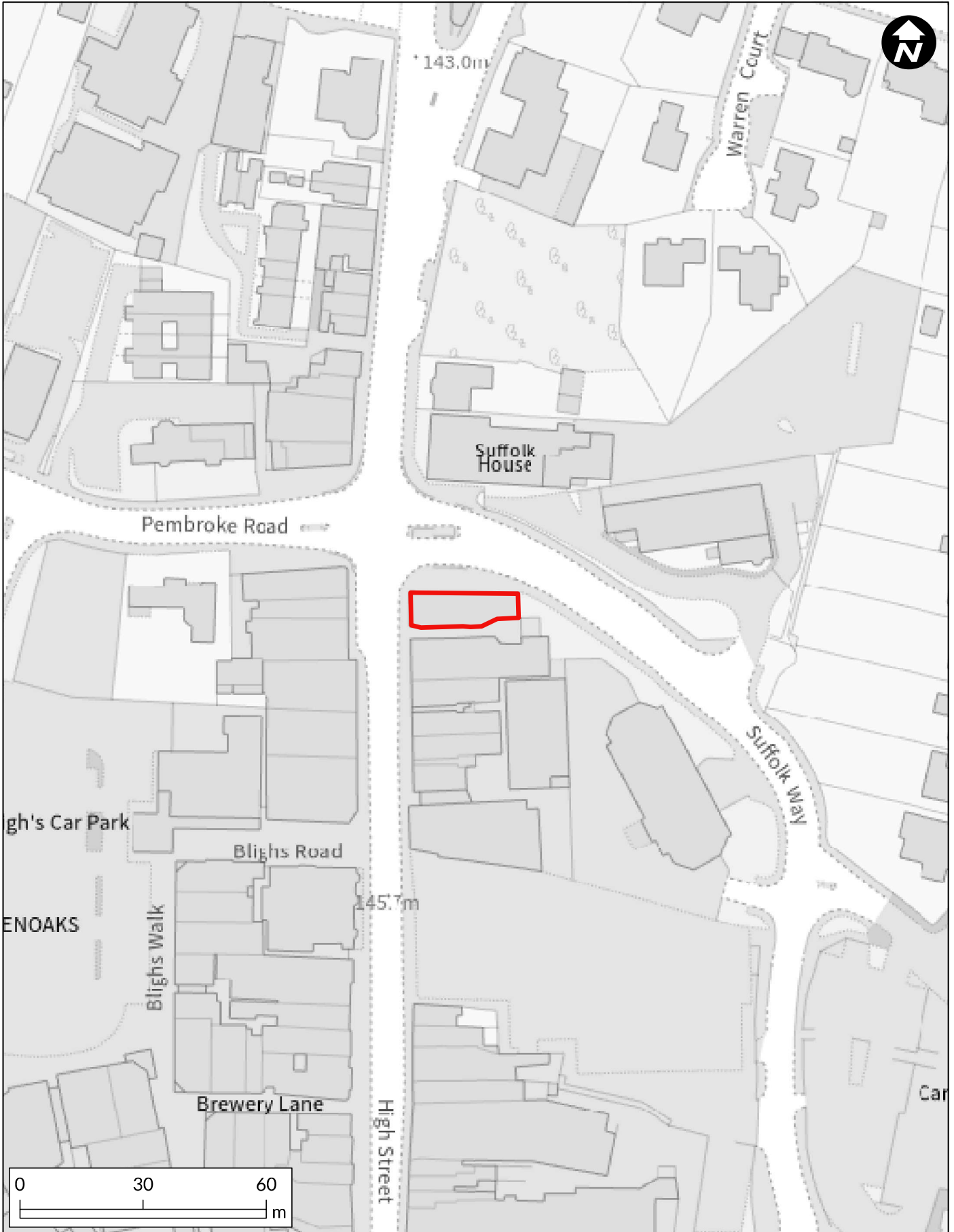
Alison Nailer

Street Naming & Numbering Officer

Chief Executive: Dr. Pav Ramewal
Council Offices, Argyle Road, Sevenoaks, Kent TN13 1HG
Telephone: 01732 227000 DX 30006 Sevenoaks
Email: information@sevenoaks.gov.uk
www.sevenoaks.gov.uk

Site: 150A High Street Sevenoaks Kent TN13 1XE

Plot	New Address
Unit 1, 150A	Flat 1 150A High Street Sevenoaks Kent TN13 1XE
Unit 2, 150A	Flat 3 150A High Street Sevenoaks Kent TN13 1XE
Unit 3, 150A	Flat 2 150A High Street Sevenoaks Kent TN13 1XE
Unit 5, 150A	Flat 4 150A High Street Sevenoaks Kent TN13 1XE
Unit 4, 150A	Flat 5 150A High Street Sevenoaks Kent TN13 1XE



For consultation purposes do not make any alterations to this drawing
 Use Original Drawing for Reference
 All dimensions to be checked on site
 Works to be carried out in accordance with building and
 regulations of local authorities and statutory undertakers

REL Application Boundary (0.027ha)
 Outline of Existing Property

Sevenoaks Town Council Planning & Environment Committee Agenda 30/03/2026



PLANNING

REV - DESCRIPTION DATE
 150 High Street, Sevenoaks
 TN13 1XE
 Proposed GA Plans

Scale @ A1	1:100
Drawn By	MAK
Checked By	SAJ
Number of Issues	Planner

OPEN architecture

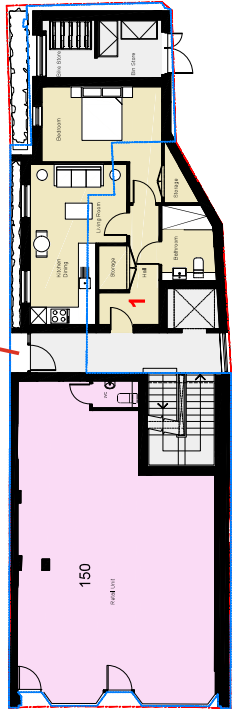
Architecture
 Planning
 Project Management
 Interior Design

Action Item
 South Park
 Sevenoaks / Kent TN13 1EB
 www.openarch.co.uk
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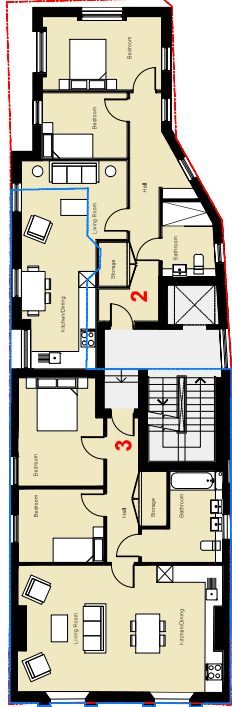
Job Reference
 Drawing Number
 18082 P310



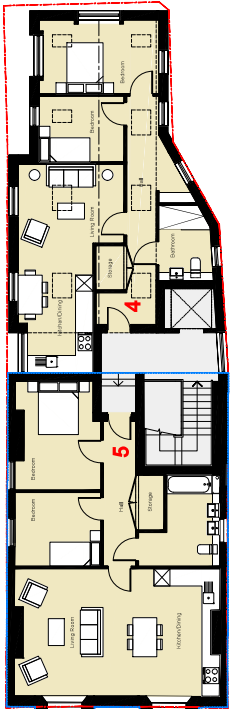
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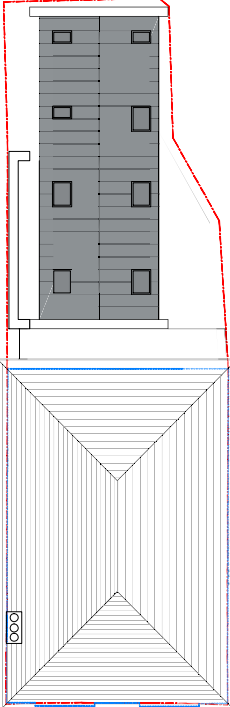
1 PLAN PROPOSED GROUND FLOOR SCALE 1:100



2 PLAN PROPOSED FIRST FLOOR SCALE 1:100



3 PLAN PROPOSED SECOND FLOOR SCALE 1:100



4 PLAN PROPOSED ROOF PLAN SCALE 1:100

Decision Notices published by Sevenoaks District Council OR Kent County Council from **10th February 2026 to 23rd March 2026** on plans which Sevenoaks Town Council was consulted upon for comment, **in order of reference number (ascending)**.

Instances where SDC have decided against STC's recommendation are written in **red**.

Reference Number	Address & Ward	STC Recommendation (abridged)	SDC Decision (abridged)
25/02050/FUL		<p>28th August 2025: STC recommended approval, 1 condition.</p> <p>17th November 2025: STC recommended approval, 1 condition.</p> <p>2nd February 2026: STC recommended approval, 1 condition.</p>	<p>18th February 2026: SDC Granted, 2 conditions.</p>
25/02051/LBCALT	Claridge House, 4 High Street – Town	<p>28th August 2025: STC recommended approval, 1 condition.</p> <p>17th November 2025: STC recommended approval, 1 condition.</p> <p>2nd February 2026: STC recommended approval, 1 condition.</p>	<p>18th February 2026: SDC Granted, 10 conditions.</p>
25/02699/HOUSE	180 Seal Road – Northern	<p>17th November 2025: STC recommended refusal, 8 grounds, 5 informatives.</p> <p>2nd February 2026: STC recommended refusal, 8 grounds, 5 informatives. (amenity, overlooking, impermeable materials, overdevelopment, biodiversity, drainage, loss of trees and hedges, foul connections)</p>	<p>17th March 2026: SDC Granted, 3 conditions.</p>
25/02738/HOUSE	Glendevon, Ashgrove Road – Kippington	<p>17th November 2025: STC recommended approval, 2 conditions.</p> <p>2nd February 2026: STC recommended approval, 2 conditions.</p>	<p>27th February 2026: SDC Granted, 5 conditions.</p>
25/03027/FUL	93 Hitchen Hatch Lane – St Johns	<p>19th January 2026: STC recommended approval.</p>	<p>2nd March 2026: SDC Granted, 12 conditions.</p>
25/03096/FUL	Tanglewood, 55 Kippington Road – Kippington	<p>15th December 2025: STC recommended approval, 3 conditions.</p>	<p>16th February 2026: SDC Granted, 8 conditions.</p>

25/03100/HOUSE	25 Broomfield Road – Northern	19th January 2026: STC recommended approval, 1 condition.	16 th February 2026: SDC Granted, 4 conditions.
25/03101/FUL	1 Hill Crest – Northern	17th November 2025: STC recommended refusal , 4 grounds (neighbour amenity, street scene, RCAA, overdevelopment)	20 th February 2026: SDC Granted , 9 conditions. (Officer satisfied with impact to amenity, street scene, character and scale)
25/03197/MMA	Chance Cottage, Oakhill Road – Kippington	1st December 2025: STC recommended approval, 1 condition.	13 th March 2026: SDC Granted, 11 conditions.
25/03205/HOUSE	Camden House, Wildernesse Avenue – adjoining Wildernesse	2nd February 2026: STC did not comment as the proposals are out of parish.	20 th February 2026: SDC Granted, 8 conditions.
25/03292/FUL	Bradbourne Lakes North, Bradbourne Vale Road – Northern	15th December 2025: STC recommended approval, 1 informative.	20 th February 2026: SDC Granted, 12 conditions.
25/03306/HOUSE	26 Vine Court Road – Eastern	22nd December 2025: STC recommended refusal , 3 grounds. (loss of mature magnolia, streetscene and character impact, loss of amenity, Conservation Area impact) 2nd March 2026: STC recommended refusal , 3 grounds. (loss of mature magnolia, streetscene and character impact, loss of amenity, Conservation Area impact)	16 th March 2026: SDC Granted , 7 conditions.
25/03333/HOUSE	74 St Johns Road – Eastern	22nd December 2025: STC recommended refusal , 2 grounds. (overlooking and loss of privacy)	6 th March 2026: SDC Granted , 3 conditions. (Case Officer satisfied with impact to privacy)
25/03360/HOUSE	57 Wickenden Road – Eastern	22nd December 2025: STC recommended refusal , 2 grounds. (contrary to RCAA and loss of neighbour amenity)	6 th March 2026: SDC Granted , 3 conditions. (Case Officer satisfied with impact to character and amenity)

25/03382/HOUSE	Aston House, 140 Kippington Road – Kippington	5th January 2026: STC recommended refusal, 2 grounds, 1 informative. 16th February 2026: STC recommended approval, 2 conditions.	2 nd March 2026: SDC Granted, 6 conditions.
25/03404/HOUSE	14 Bosville Drive – Northern	5th January 2026: STC recommended approval, 3 conditions.	11 th February 2026: SDC Granted, 4 conditions.
25/03426/HOUSE	2 Hill Crest – Northern	19th January 2026: STC recommended approval, 1 condition.	23 rd February 2026: SDC Granted, 3 conditions.
25/03474/FUL	14 Hillside Road – Eastern	19th January 2026: STC recommended approval, 3 conditions. 2nd February 2026: STC recommended approval, 3 conditions, 1 condition.	13 th February 2026: SDC Granted, 10 conditions.
25/03479/FUL	14 Silk Mills Close – Northern	2nd February 2026: STC recommended refusal, 4 grounds.	16 th February 2026: Application Withdrawn.
25/03503/CONVAR	1C Wickenden Road – Eastern	19th February 2026: STC recommended refusal, 2 grounds.	20 th February 2026: SDC Refused, 1 ground.
25/03508/FUL	Lorimers, 78 - 78A High Street	19th January 2026: STC recommended approval, 1 condition.	4 th March 2026: SDC Granted, 2 conditions.
25/03539/HOUSE	The Granary, Blackhall Place, Blackhall Lane – Wildernesse	19th January 2026: STC recommended approval.	27 th February 2026: SDC Granted, 4 conditions.
25/03548/HOUSE	Beech Tree Cottage, Ashgrove Road – Kippington	2nd February 2026: STC recommended approval.	9 th March 2026: SDC Granted, 4 conditions.
25/03558/HOUSE	16 Lea Road – Kippington	19th January 2026: STC recommended approval.	12 th February 2026: SDC Granted, 3 conditions.
25/03560/HOUSE	2 Prospect Road – Eastern	2nd February 2026: STC recommended approval, 2 conditions.	5 th March 2026: SDC Granted, 3 conditions.
25/03561/HOUSE	Holly Lodge, 3 Pound Lane – Town	2nd February 2026: STC recommended approval, 2 conditions.	2 nd March 2026: SDC Granted, 2 conditions.
25/03562/LBCALT	Holly Lodge, 3 Pound Lane – Town	2nd February 2026: STC recommended approval, 2 conditions.	2 nd March 2026: SDC Granted, 5 conditions.

25/03573/FUL	CTCS Group, Alexander House, 39 London Road – Town	19th January 2026: STC recommended approval, 1 condition.	3 rd March 2026: SDC Granted, 4 conditions.
25/03589/HOUSE	6 Rosefield – Kippington	2nd February 2026: STC recommended approval, 2 conditions.	20 th March 2026: SDC Granted, 8 conditions.
26/00013/HOUSE	Mayrhofen, Little Jullians Hill – Kippington	2nd February 2026: STC recommended approval.	10 th March 2026: SDC Granted, 4 conditions.
26/00032/FUL	7 Park Lane – Eastern	2nd February 2026: STC recommended approval, 5 conditions.	12 th March 2026: SDC Granted, 3 conditions.
26/00036/LBCALT	99-101 High Street – Town	16th February 2026: STC recommended approval, 1 condition.	17 th March 2026: SDC Granted, 2 conditions.
26/00043/HOUSE	The White Cottage, 132 Kippington Road – Kippington	16th February 2026: STC recommended approval, 2 conditions.	18 th March 2026: SDC Granted, 4 conditions.
26/00068/HOUSE	9 Coombe Avenue – Northern	16th February 2026: STC recommended approval, 2 conditions.	16 th March 2026: SDC Granted, 3 conditions.
26/00105/CONVAR	7 Mount Harry Road – St Johns	16th February 2026: STC recommended approval, 1 condition.	13 th March 2026: SDC Granted, 10 conditions.

Planning Applications to be Considered

Planning Applications received to be considered on 30 March 2026

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/01922/FUL	Summer Aucoin 08/04/2026	Cllr Ancrum	Designhomeplan Ltd
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Micallef - Mrs I Tabor			50 St Johns Hill	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				16/03/26
25/01922/FUL - REVALIDATED plan				
Proposed driveway and associated landscaping, EV charger.				
A summary of the main changes since re-validation are set out below:				
Updated Location plan received.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=SZ53BCBKHN900			

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/03322/HOUSE	Summer Aucoin 11/04/2026	Cllr Clayton	Studio Charrette
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
L Prior			72 St Johns Hill	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/03/26
25/03322/HOUSE - Amended plan				
Dropped Kerb for vehicular access, new permeable hardstanding driveway and associated landscaping.				
A summary of the main changes is set out below:				
The applicant has provided an updated block plan showing visibility splays.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T6AKLWBKKCZ00			

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	25/03547/HOUSE	Abbey Aslett 11/04/2026	Cllr Daniell	Open Architecture
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
C Gustard		Chenies	84 Oakhill Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				19/03/26
25/03547/HOUSE - Amended plan				
Improvements to the facades, a new entrance door and internal re-modelling of the room arrangements. Adaption of an existing integral garage into a bedroom and ensuite. Double garage with green roof and associated vehicular entrance and dropped kerb to suit. Relocation of front door. Alteration to fenestration. Landscaping and alterations to fenestration.				
A summary of the main changes is set out below:				
Improvements to the facades, a new entrance door and internal remodelling of the room				

Planning Applications to be Considered

Planning Applications received to be considered on 30 March 2026

arrangements. Adaption of an existing integral garage into a bedroom and ensuite, and infilling of the porch area at ground floor to enlarge one of the bedrooms. Relocation of the front door and alterations to fenestration.

Web link <https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T7J0VWBKKU800>

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00020/FUL	Samantha Yates 08/04/2026	Cllr Michaelides	Black Elephant Architecture Design Studio Ltd
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr D Brown		The Bungalow, Knole Paddock	Seal Hollow Road	Town
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			16/03/26	

Demolition of the existing bungalow and existing garage/workshop building and construction of a new two-storey dwelling with habitable loft space, proposed landscaping works to include rear pool.

Web link <https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T8GCSVBKL0T00>

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00106/FUL	Christopher Park 15/04/2026	Cllr Gustard	Paper Architecture
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Edenhurst (Oak Hill Road Sevenoaks) Management Company Limit		Edenhurst	54 Oakhill Road	Kippington
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			23/03/26	

Demolition of existing garages and outbuildings; construction of new dwelling with associated landscaping. New car-port.

Web link <https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T8YVJPBKL7J00>

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00197/HOUSE	Christopher Park 31/03/2026	Cllr Granville	Carmen Austin Architecture Ltd
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr and Mrs Henly			9 Chartway	Town
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			10/03/26	

First floor extension above the garage. Single Storey rear extension with rooflights. Single storey extension with rooflights and canopy. Two storey side extension and part first floor extension. New roof with pv panels. Facade changes. Removal of chimney. Alteration to fenestration. New Fence and gate. New terrace area.

Web link <https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T9J8S0BKLE000>

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00248/HOUSE	Zoe Dommatt 15/04/2026	Cllr Clayton	Real Design

Planning Applications to be Considered

Planning Applications received to be considered on 30 March 2026

<i>Case Officer</i>			
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Long		33 Vine Court Road	Eastern
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>
			23/03/26
26/00248/HOUSE - Amended plan			
Joining of two existing front dormers, adjustment to the flank dormer, removal of a chimney stack and a replacement patio with associated landscaping.			
A summary of the main changes is set out below:			
Amended plans/elevations have been submitted in response to comments made by the Conservation Officer in their initial consultation response.			
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T9UCOABKLI100		

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00276/HOUSE	Abbey Aslett 01/04/2026	Cllr Daniell	Barralis Ltd
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Mrs K Pavitt		4 Garth Road	Kippington	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			11/03/26	
Demolition of part of coal shed. First floor extension with rear dormer and rooflight at the front. Internal layout changes. Refuse store. Two bay carport. New terrace. Increase of hardstanding and parking area.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T9Y27XBKLLK200			

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00311/ADV	Zoe Dommett 31/03/2026	Cllr Shea	Sign Specialists Ltd
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
JLC	6 Connections, Business Park	Vestry Road	Northern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			10/03/26	
Display of fascia sign.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TA1ROBBKLLW00			

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/00358/HOUSE	Zoe Dommett 02/04/2026	Cllr Camp	Kent Building Control Ltd
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Mr and Mrs Weal		57 Bradbourne Park Road	St Johns	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			12/03/26	
Single storey side and rear extension with rooflights.				

Planning Applications to be Considered

Planning Applications received to be considered on 30 March 2026

Web link	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TACVBQBKLP00
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11	Plan Number	Planning officer	Town Councillor	Agent
	26/00377/HOUSE	Summer Aucoin 10/04/2026	Cllr Gustard	Offset Architects
Case Officer				
Applicant		House Name	Road	Locality
Mr & Mrs Graham		Holmoak	Oak Avenue	Kippington
Town		County	Post Code	Application date
				18/03/26

Proposed front extension and loft conversion, including alterations to the rear roof form with the replacement of the two existing dormers. Juliette balcony to rear. Addition of PV Panels to South roof. Associated internal layout changes. Alteration to fenestration.

//An Amended consultation letter was received 19th March 2026, advising that the air source heat pump had been removed from the proposal.//

Web link	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TAERBKBKLS00
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12	Plan Number	Planning officer	Town Councillor	Agent
	26/00436/FUL	Ashley Bidwell 04/04/2026	Cllr Dr Canet	DHA Planning
Case Officer				
Applicant		House Name	Road	Locality
Winsford Property Development 3 Ltd			14 Silk Mills Close	Northern
Town		County	Post Code	Application date
				13/03/26

Erection of a detached dwelling and creation of associated parking and landscaping.

Web link	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TAPU93BKLUV00
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13	Plan Number	Planning officer	Town Councillor	Agent
	26/00437/HOUSE	Zoe Dommett 09/04/2026	Cllr Gustard	Coleman Anderson Architects
Case Officer				
Applicant		House Name	Road	Locality
Mr and Mrs Bois			29 Holyoake Terrace	Kippington
Town		County	Post Code	Application date
				17/03/26

Loft conversion with addition of side facing dormer, and rear facing roof window and rooflight. Alterations to front door fenestration

Web link	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TAPU9FBKLUX00
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