

Tuesday, 1 September 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, 7 September 2026 at 7:00 PM.**

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 via the following link: <https://www.youtube.com/@sevenoakstowncouncil1647> 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 and key considerations of the Planning & Environment Committee, 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 – Deputy Mayor
Cllr Tony Clayton	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 – Mayor	Cllr Gareth Willis
Cllr Chloe Gustard	Cllr Nigel Wightman

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

council@sevenoakstown.gov.uk
www.sevenoakstown.gov.uk
01732 459953

PUBLIC QUESTION TIME

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. APOLOGIES FOR ABSENCE

To receive and note apologies for absence from members who are unable to attend the meeting.

2. 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.

3. DECLARATIONS OF INTEREST

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

4. MINUTES

To receive and agree the minutes from the Planning & Environment Committee Meeting held on 24th August 2026.

(Document attached: 2026 08 24 DRAFT Minutes of STC's Planning & Environment Committee.pdf — p. 6)

5. SEVENOAKS TOWN COUNCIL'S SUBMITTED COMMENTS TO KENT COUNTY COUNCIL'S PROPOSED AMENDMENT 6: A SPEED LIMIT ORDER

To receive and note a copy of the Town Council's response to the below Traffic Regulation Order, as submitted to Kent County Council on Friday 21st August 2026. This was produced by Cllr Shea, as agreed by the Committee on 10th August 2026 (Minute Number 272d), and approved under Delegated Authority to the Town Clerk.

- Proposed Amendment 6: A Speed Limit Order on various roads in Otford and Sevenoaks

(Document attached: Agenda Item 5 TRO Amendment 6 Comments.pdf — p. 19)

6. SEVENOAKS DISTRICT COUNCIL REQUEST FOR TOWN COUNCIL INPUT ON ITS INFRASTRUCTURE DELIVERY PLAN

a) To receive notice that Sevenoaks District Council has reached out to Town & Parish Councils for their input on its Infrastructure Delivery Plan, which sets out a list of infrastructure improvements and provisions considered necessary by other key infrastructure providers to support the population growth anticipated for the District.

b) To note that a deadline has not been provided for this request, however an initial list of potential projects for recommendation has been extracted from the Town Council's draft response to the Local Plan (Agenda Item 7 below). This list is proposed for submission as part of the Town Council's response to the Local Plan consultation, as well as directly to the District Council's Planning Policy team.

c) To consider and agree an initial list of proposed infrastructure improvements which Members consider will be necessary in order to support the projected growth of Sevenoaks Town, with note that these must be supported by evidence.

(Document attached: Agenda Item 6 Draft IDP response.pdf — p. 20)

7. APPROVAL OF DRAFT RESPONSE TO SEVENOAKS DISTRICT COUNCIL'S REGULATION 19 LOCAL PLAN CONSULTATION

a) To receive and consider a draft response to Sevenoaks District Council's Regulation 19 Local Plan consultation,

as prepared by the Town Council's Local Plan Working Group. To be reminded that the scope of the consultation is to help the Independent Examiner determine whether the contents are legally compliant, sound, and supported by accurate evidence.

b) To discuss and agree the Town Council's final response for submission, with note that the deadline to comment is 17th September 2026; should the Committee wish to defer the Item, this will require an Extra Ordinary meeting to be scheduled.

(Document attached: Agenda Item 7 STC Draft Local Plan response as per Reg 19 Survey.pdf — p. 25)

8. APPROVAL OF DRAFT RESPONSE TO SEVENOAKS DISTRICT COUNCIL'S PROPOSED COMMUNITY INFRASTRUCTURE LEVY CHARGING SCHEDULE REVIEW

a) To receive reminder that Sevenoaks District Council is consulting on its draft Community Infrastructure Levy Charging Schedule Review, which proposes to remove developments of 10+ new units from the CIL Charging Schedule in favour of targeted infrastructure improvements via Section 106 agreements.

b) To receive and consider a draft response to the consultation, with note that the deadline to respond is 17th September 2026.

(Document attached: Agenda Item 8 - Proposed draft response to SDC's CIL Charging Schedule review.pdf — p. 42)

9. NOTICE OF PROPOSED TRAVEL PLAN SUBMISSION FOR THE OLD MEETING HOUSE - REQUESTED BY CLLR SKINNER

a) To receive notice that a revised Travel Plan has been submitted for approval of the District Council under the reference 26/02130/DETAIL, and relating to the following planning application:

• **24/00068/FUL - The Old Meeting House, St John's Road: Change of use to a place of worship. Works to fenestration.**

b) To note that full details relating to the application are available to view on the District Council's Planning Portal via the following link: <https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TJLZEZBK12100>

c) To receive a request from Cllr Skinner, for the Town Council to consider submitting a formal response to the application, on the grounds that impact on parking was a key ground for the Town Council's objection to the original planning application.

10. PLANNING APPLICATIONS

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

Members of the public wishing to speak and address the Planning & 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.

b) The meeting will be reconvened to consider planning applications received during the two weeks ending 31st August 2026.

(Document attached: Uncommented Plans.pdf — p. 45)

11. PRESS RELEASES

To consider any item in this report that would be appropriate for a press release.

APPENDIX I — Public Documents

4. MINUTES

2026 08 24 DRAFT Minutes of STC's Planning & Environment Committee.pdf

5. SEVENOAKS TOWN COUNCIL'S SUBMITTED COMMENTS TO KENT COUNTY COUNCIL'S PROPOSED AMENDMENT 6: A SPEED LIMIT ORDER

Agenda Item 5 TRO Amendment 6 Comments.pdf

6. SEVENOAKS DISTRICT COUNCIL REQUEST FOR TOWN COUNCIL INPUT ON ITS INFRASTRUCTURE DELIVERY PLAN

Agenda Item 6 Draft IDP response.pdf

7. APPROVAL OF DRAFT RESPONSE TO SEVENOAKS DISTRICT COUNCIL'S REGULATION 19 LOCAL PLAN CONSULTATION

Agenda Item 7 STC Draft Local Plan response as per Reg 19 Survey.pdf

8. APPROVAL OF DRAFT RESPONSE TO SEVENOAKS DISTRICT COUNCIL'S PROPOSED COMMUNITY INFRASTRUCTURE LEVY CHARGING SCHEDULE REVIEW

Agenda Item 8 - Proposed draft response to SDC's CIL Charging Schedule review.pdf

10. PLANNING APPLICATIONS

Uncommented Plans.pdf

Minutes of the Planning & Environment Committee
Held on Monday, 24 August 2026 in the Harry Garrett Hall, Bat & Ball Centre,
Cramptons Road, TN14 5DN

Livestreamed and available to view on Youtube until approved by Council:
<https://www.youtube.com/@sevenoakstowncouncil1647>

Meeting commenced: 7:30 PM

Meeting Concluded: 8:49pm

Attendance

Present: Cllr Camp (Chair), Cllr Ancrum, Cllr Clayton, Cllr Granville (Mayor), Cllr Gustard, Cllr Dr Canet, Cllr Michaelides, Cllr O'Hara (Deputy Mayor), Cllr Shea (Leader), Cllr Skinner OBE, Cllr Willis

Apologies: Cllr Daniell (Deputy Leader), Cllr Layne, Cllr Dr Dixon, Cllr Varley, Cllr Wightman

Also present: Town Clerk / Chief Executive, Planning Committee Clerk

Members of the public present: 1

PUBLIC QUESTIONS

No public questions had been submitted for this meeting.

294 APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Daniell (Deputy Leader), Cllr Layne, Cllr Dr Dixon, Cllr Varley and Cllr Wightman.

295 REQUESTS FOR DISPENSATIONS

No written requests for dispensations had been received by the Town Clerk prior to the meeting.

296 DECLARATIONS OF INTEREST

a) Cllr Camp declared that all Councillors had a non-pecuniary interest in the following application, due to the applicant being fellow Town Councillor, Cllr Gustard. Councillors remained open-minded to the application.

- [Plan no. 4] 26/01719/MMA - Chenies, 84 Oakhill Road

b) Cllr Gustard declared her own pecuniary interest in the above application, being the applicant. She vacated the room during its discussion and resolution.

297 MINUTES

The minutes of the Planning & Environment Committee meeting held on 10th August 2026 were received. It was **RESOLVED** that the minutes be approved as an accurate record.

298 KENT COUNTY COUNCIL PROPOSED AMENDMENT 5: A WAITING RESTRICTIONS ORDER

- a) The Committee received notice that Kent County Council had published deposit documents for its proposed Order for Amendment 5: a Waiting Restrictions Order, which proposes to implement double yellow line waiting restrictions on various roads within the district of Sevenoaks, as shown on the attached plan.
- b) It was noted that representations supporting or objecting to the proposed Order could be made via Kent County Council's website, and that the deadline to do so is noon on 7th September 2026.
- c) The following points of note were discussed:
- Councillors expressed confusion that one of the proposed locations - being Mill Lane - overlaps with the Town Council's own proposal, which had been successfully consulted on and submitted to Kent County Council for its formal design and processing via a Traffic Regulation Order.
 - The Planning Committee Clerk clarified that the locations and drawings proposed via the proposed Order are not associated with the Town Council's project, which was understood to still be with the County Council's Design Team.
 - Councillors questioned which residences the proposed permit parking spaces on Vine Court Road and Holly Bush Lane would serve, given the availability of off-street parking for all houses on these roads. Concern was raised that introducing a parking permit scheme on a road with plentiful off-street parking which provides a valuable source of parking for roads that do not have this facility - particularly Hartslands Road and Prospect Road - will exacerbate the parking issues experienced in this area.
- d) It was **RESOLVED** that the Town Council submit a formal response to the consultation, objecting to the introduction of a parking permit scheme on Vine Court Road and Holly Bush Lane, on the above grounds.

299 KENT COUNTY COUNCIL - HIGHWAYS ASSET MANAGEMENT PLAN PUBLICATION

- a) It was noted that Kent County Council had published its latest Highways Asset Management Plan, setting out how the County Council manages its highway assets, its planned actions for the future, and its five-year forward works programme. It was further noted that full details of the Plan are available to view on Kent County Council's website.
- b) Councillors expressed their delight that the forward works programme includes the resurfacing of two particularly rough concrete roads within the next 1-2 years. It was understood that this was the culmination of extensive lobbying efforts by Kent County Council Member Cllr Richard Streatfeild, and the Town Councillors extended their gratitude for his efforts.

300 DARENT RIVER PRESERVATION SOCIETY - UPDATE ON LAWSON REPORT

a) It was noted that the Council had received a report from the Darent River Preservation Society summarising the outcome of the John Lawson feasibility study, completed in May 2026. The study had sought to identify potential solutions and restorative interventions to address overabstraction of the Darent and Cray rivers. Councillors were reminded that the Town Council had contributed £500 towards the Society's commission of the report.

b) Cllr Clayton summarised the report and his hopes that its resulting recommendations would feed into the emerging Local Plan in terms of infrastructure improvements which could support the restoration initiative. He considered however, that any efforts to reverse impacts of overabstraction should include a co-ordinated approach which takes into account abstraction practices from South East Water, as well as Thames Water.

301 HOLLYBUSH RESIDENTS ASSOCIATION REQUEST FOR A 20MPH SPEED INDICATOR ON BAYHAM ROAD

a) The report summarising a request received from the Hollybush Residents Association for a speed indicator device (SID) on Bayham Road, to reinforce the existing 20mph speed limit, was received.

b) Councillors considered the potential actions identified in the report, as follows:

- Action 1 - To request an update as to the SID trial alluded to in Kent County Council Cllr Osborne's letter dated 16th September 2025, as well as to reiterate the Town Council's previous request for the County Council to reconsider its stance on 20mph SIDs.
- Action 2 - To request additional 20mph roundels to be painted onto the road surface as well as erected on repeater signs throughout Bayham Road.
- Action 3 - To consider potential locations on Bayham Road where a 20mph highway banner could safely be displayed.
- Action 4 - To consider viability of facilitating a new local Community Speedwatch Scheme

c) The Planning Committee Clerk reported that a representative of Hollybush Residents Association had provided feedback on the above potential actions, expressing support for the first three however declining to take part in a new Speedwatch Scheme. This was on the grounds that residents had previously coordinated a scheme which ran on both Bayham Road and Seal Hollow Road for over a year and failed to deliver either positive results or productive updates from Kent Police.

d) It was **RESOLVED** that the Town Council write to Kent County Council Cllr Osborne, requesting an update on the 20mph SID scheme that he had reported was undergoing a trial, as well as requesting Bayham Road to be considered for a further trial. It was further **RESOLVED** that the Town Council request Kent County Council repaint the faded 20mph road roundels, as well as ask residents of Bayham Road whether they would be willing to host a 20mph banner.

e) Cllr Shea advised the Committee that the Town Council also has a number of 20mph bin stickers which had been provided by Kent County Council. It was noted that these could be offered to local residents of 20mph roads, once the new wheelie bins have been delivered to households.

302 STREET NAMING AND NUMBERING - REVISED NOTIFICATION OF NEW ADDRESS

It was noted that a revised street naming and numbering notification had been received regarding the property at 36–38 London Road, which had been converted into two self-contained flats. The revised notification superseded an earlier notification that had contained an error. The new addresses were confirmed as Flat 1 and Flat 2, 42E London Road. The associated plans were received for information.

303 DECISION NOTICES ON PLANNING APPLICATIONS COMMENTED ON BY SEVENOAKS TOWN COUNCIL

The Committee received and noted decisions made by Sevenoaks District Council on planning applications commented on by Sevenoaks Town Council during the four weeks ending 17th August 2026. Councillors noted with particular interest the two decisions which had been made in contradiction to the Conservation Officer's recommendation, with the Case Officer of 25/03201/LBCALT having granted heavier planning weight to safeguarding over heritage harm.

304 PLANNING APPLICATIONS

- a) No members of the public registered to speak on individual applications.
- b) The Committee considered planning applications received during the two weeks ending 17th August 2026. It was **RESOLVED** that the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

305 PRESS RELEASES

None.

The meeting closed at 20:49.

Signed: _____

Chair of the Planning & Environment Committee

Date: _____

Schedule of planning comments agreed 24-08-2026

UNAPPROVED MINUTES

Planning Applications Considered

Applications considered on 24-8-26

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01140/FUL	Christopher Park 27/08/26	Cllr Granville	N/A
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Sevenoaks Town Council	Knole Paddock and Raleys Field	Plymouth Drive	Town	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			06/08/26	
Replacement of five existing floodlight columns, retaining positions and direction of light fittings. Reinstatement of the existing floodlights.				

Comment

Sevenoaks Town Council did not comment, being the applicant.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01655/FUL	Ashley Bidwell 28/08/2026	Cllr Shea	RE Planning LLP
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Kent House Homes Ltd	Select Kishikigoi International	Oxford Road	Northern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			07/08/26	
Erection of 19 no dwellings (affordable housing) with associated car parking and landscaping				

Comment

Sevenoaks Town Council recommended approval, with the following caveats:

- The play area must be made publicly available, with an agreed long-term, enforceable investment and maintenance programme;
- The footpath to the station must deliver the same;
- The design must be secure and prevent light spill into the nature reserve;
- The boundary treatments must be secure and without access into the nature reserve;
- Further planting should be made to screen the development from the nature reserve and mitigate any impact from the development;
- Every effort should be made to prevent cat predation, or predation by other domestic species, into the nature reserve.

Informative: Sevenoaks Town Council's Neighbourhood Development Plan aspires to deliver an Eastern entrance to the Nature Reserve. This is to facilitate access to local residents without needing to use cars to reach the visitor centre and to make it possible for visitors to reach it by train at Bat & Ball Station. The Town Council noted that Kent Wildlife Trust has registered its concerns as to the practical implications of a secondary entrance on the grounds of security, monitoring and preventing inappropriate access such as by dogs and cyclists. It was hoped, however, that negotiation around Section 106 or other planning matters could lead to the creation of such an entrance perhaps with the use of technology solutions to manage access, particularly given the location's ideal proximity to the Bat & Ball Station as well as to the circular footpath.

Planning Applications Considered

Applications considered on 24-8-26

3	Plan Number	Planning officer	Town Councillor	Agent
	26/01668/HOUSE	Zoe Dommatt 08/09/2026	Cllr Camp	N/A
Applicant		House Name	Road	Locality
R Gould		Montpelier House	4 Hitchen Hatch Place	St Johns
Town		County	Post Code	Application date
				17/08/26
Installation of a wooden single storey summerhouse.				

Comment

Sevenoaks Town Council recommended approval.

4	<i>Plan Number</i> 26/01719/MMA	<i>Planning officer</i> Abbey Aslett 28/08/2026	<i>Town Councillor</i> Cllr Camp (For Kippington, as C	<i>Agent</i> Open Architecture
<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>	
			07/08/26	

Amendment to 25/03547/HOUSE to Improvements to the facades, a new entrance door and internal remodelling of the room arrangements, alter existing internal garage into a bedroom and ensuite. Infill of the porch area at ground floor to enlarge one of the bedrooms

Comment

Sevenoaks Town Council recommended approval, provided the Planning Officer is satisfied with the amendments made.

5	<i>Plan Number</i> 26/01720/FUL	<i>Planning officer</i> Christopher Park 01/09/2026	<i>Town Councillor</i> Cllr Gustard	<i>Agent</i> Tony Holt Design
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
B & G Skeath	Tanglewood	55 Kippington Road	Kippington	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			10/08/26	

Demolition of existing dwelling and erection of new detached dwelling with rooflights, solar panels and basement. Erection of a detached single-storey garage with electric vehicle charging point. Associated landscaping works including permeable driveway.

Comment

Sevenoaks Town Council recommended refusal, unless:

- The Planning Officer is satisfied that there is no risk to neighbouring properties from the basement installation, given the topography;
- The Tree Officer is satisfied that there is no harm to the TPO'd trees and particularly to the Redwood;
- The location of existing drains serving 57 Kippington Road is confirmed, and the Planning Officer is satisfied that the garage construction will cause no harm to existing drains and that access for maintenance will be retained.

Planning Applications Considered

Applications considered on 24-8-26

6	<i>Plan Number</i> 26/01792/MMA	<i>Planning officer</i> Ashley Bidwell 03/09/2026	<i>Town Councillor</i> Cllr Michaelides	<i>Agent</i> OPEN Architecture
<i>Applicant</i> MANPAWEELA & BHAVARIAN LTD		<i>House Name</i> Wetton Cleaning Services Ltd E	<i>Road</i> 2 Pembroke Road	<i>Locality</i> Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 12/08/26
Amendment to 23/03185/FUL to alteration to cladding and removal of projecting balconies.				

Comment

Sevenoaks Town Council recommended approval, provided the Planning Officer is satisfied with the designs and materials.

7	<i>Plan Number</i> 26/01827/HOUSE	<i>Planning officer</i> Zoe Dommatt 25/08/2026	<i>Town Councillor</i> Cllr Layne	<i>Agent</i> Robinson Escott Planning
<i>Applicant</i> Mrs M May		<i>House Name</i> Stable Cottage	<i>Road</i> 3 Holly Bush Lane	<i>Locality</i>
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 04/08/26
Proposed car port.				

Comment

Proposed by Cllr Clayton:

Sevenoaks Town Council recommended approval.

8	<i>Plan Number</i> 26/01856/HOUSE	<i>Planning officer</i> Zoe Dommatt 25/08/2026	<i>Town Councillor</i> Cllr Ancrum	<i>Agent</i> Kent Building Control Ltd
<i>Applicant</i> Mr and Mrs Cowtan		<i>House Name</i>	<i>Road</i> 32 Wildernes Mount	<i>Locality</i> Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 04/08/26
Demolition of existing conservatory, steps and railing at front and steps and wall at the rear. Conversion of existing garage with raising of the roof. Extension to first floor with new dormers and raising the eaves line. Raising the existing chimney. New metal entrance canopy and alterations to fenestration. Rooflight.				

Comment

Sevenoaks Town Council recommended approval, providing:

- There is no overlooking or loss of amenity to neighbours at No. 30 or the re-developed property at No. 34,
- That the materials used are in keeping with the style of the property; and
- That the applicant follows any Kent County Council requirements concerning possible disruption to the public footpath.

Planning Applications Considered

Applications considered on 24-8-26

9	<i>Plan Number</i> 26/01886/FUL	<i>Planning officer</i> Abbey Aslett 08/09/2026	<i>Town Councillor</i> Cllr Michaelides	<i>Agent</i> Five. Architects Ltd
<i>Applicant</i> Mr & Mrs Easton		<i>House Name</i> Cliff House	<i>Road</i> South Park	<i>Locality</i> Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 17/08/26
Demolition of existing dwelling and erection of replacement dwelling and annexe with associated landscaping alterations. Air Source Heat Pumps, Air Conditioning units and solar panels.				

Comment

Sevenoaks Town Council recommended approval, provided the Conservation Officer is satisfied that the loss of this house does not have a negative impact on a conservation area and that the Planning Officer is satisfied with the designs and materials.

10	<i>Plan Number</i> 26/01914/HOUSE	<i>Planning officer</i> Zoe Dommett 03/09/2026	<i>Town Councillor</i> Cllr Clayton	<i>Agent</i> OPEN Architecture
<i>Applicant</i> Mr T & Ms S Collingwood		<i>House Name</i> The Coach House	<i>Road</i> 7 Holly Bush Lane	<i>Locality</i> Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 12/08/26
Demolition of garden shed. Erection of a part single storey and part two storey rear extension. Formation of patio area, steps and associated landscaping.				

Comment

Sevenoaks Town Council recommended approval.

11	<i>Plan Number</i> 26/01926/HOUSE	<i>Planning officer</i> Bethany Prentice 02/09/2026	<i>Town Councillor</i> Cllr Clayton	<i>Agent</i> Rory Newell Chartered Architect
<i>Applicant</i> Mr N Hart		<i>House Name</i>	<i>Road</i> 81 Wickenden Road	<i>Locality</i> Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 11/08/26
Single Storey rear extension with garage conversion. Installation of rooflights.				

Comment

Sevenoaks Town Council recommended approval.

12	<i>Plan Number</i> 26/01987/HOUSE	<i>Planning officer</i> Zoe Dommett 03/09/2026	<i>Town Councillor</i> Cllr Granville	<i>Agent</i> Carmen Austin Architectural Ltd
<i>Applicant</i> Mr and Mrs Alteirac		<i>House Name</i>	<i>Road</i> 48 St Botolphs Road	<i>Locality</i> Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 12/08/26
New gym and golf simulator rooms in the garden and new retaining wall.				

Comment

Sevenoaks Town Council recommended approval, provided appropriate noise mitigation measures are secured via a planning condition, and provided the Planning Officer is satisfied that there will be no adverse impact on neighbouring amenity.

Planning Applications Considered

Applications considered on 24-8-26

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01140/FUL	Christopher Park 27/08/26	Cllr Granville	N/A
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Sevenoaks Town Council	Knole Paddock and Raleys Field	Plymouth Drive	Town	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			06/08/26	
Replacement of five existing floodlight columns, retaining positions and direction of light fittings. Reinstatement of the existing floodlights.				

Comment

Sevenoaks Town Council did not comment, being the applicant.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01655/FUL	Ashley Bidwell 28/08/2026	Cllr Shea	RE Planning LLP
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Kent House Homes Ltd	Select Kishikigoi International	Oxford Road	Northern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			07/08/26	
Erection of 19 no dwellings (affordable housing) with associated car parking and landscaping				

Comment

Sevenoaks Town Council recommended approval, with the following caveats:

- The play area must be made publicly available, with an agreed long-term, enforceable investment and maintenance programme;
- The footpath to the station must deliver the same;
- The design must be secure and prevent light spill into the nature reserve;
- The boundary treatments must be secure and without access into the nature reserve;
- Further planting should be made to screen the development from the nature reserve and mitigate any impact from the development;
- Every effort should be made to prevent cat predation, or predation by other domestic species, into the nature reserve.

Informative: Sevenoaks Town Council's Neighbourhood Development Plan aspires to deliver an Eastern entrance to the Nature Reserve. This is to facilitate access to local residents without needing to use cars to reach the visitor centre and to make it possible for visitors to reach it by train at Bat & Ball Station. The Town Council noted that Kent Wildlife Trust has registered its concerns as to the practical implications of a secondary entrance on the grounds of security, monitoring and preventing inappropriate access such as by dogs and cyclists. It was hoped, however, that negotiation around Section 106 or other planning matters could lead to the creation of such an entrance perhaps with the use of technology solutions to manage access, particularly given the location's ideal proximity to the Bat & Ball Station as well as to the circular footpath.

Planning Applications Considered

Applications considered on 24-8-26

3	<i>Plan Number</i> 26/01668/HOUSE	<i>Planning officer</i> Zoe Dommatt 08/09/2026	<i>Town Councillor</i> Cllr Camp	<i>Agent</i> N/A
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
R Gould	Montpelier House	4 Hitchen Hatch Place	St Johns	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			17/08/26	
Installation of a wooden single storey summerhouse.				

Comment

Sevenoaks Town Council recommended approval.

4	<i>Plan Number</i> 26/01719/MMA	<i>Planning officer</i> Abbey Aslett 28/08/2026	<i>Town Councillor</i> Cllr Camp (For Kippington, as C	<i>Agent</i> Open Architecture
<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>	
			07/08/26	

Amendment to 25/03547/HOUSE to Improvements to the facades, a new entrance door and internal remodelling of the room arrangements, alter existing internal garage into a bedroom and ensuite. Infill of the porch area at ground floor to enlarge one of the bedrooms

Comment

Sevenoaks Town Council recommended approval, provided the Planning Officer is satisfied with the amendments made.

5	<i>Plan Number</i> 26/01720/FUL	<i>Planning officer</i> Christopher Park 01/09/2026	<i>Town Councillor</i> Cllr Gustard	<i>Agent</i> Tony Holt Design
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
B & G Skeath	Tanglewood	55 Kippington Road	Kippington	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			10/08/26	

Demolition of existing dwelling and erection of new detached dwelling with rooflights, solar panels and basement. Erection of a detached single-storey garage with electric vehicle charging point. Associated landscaping works including permeable driveway.

Comment

Sevenoaks Town Council recommended refusal, unless:

- The Planning Officer is satisfied that there is no risk to neighbouring properties from the basement installation, given the topography;
- The Tree Officer is satisfied that there is no harm to the TPO'd trees and particularly to the Redwood;
- The location of existing drains serving 57 Kippington Road is confirmed, and the Planning Officer is satisfied that the garage construction will cause no harm to existing drains and that access for maintenance will be retained.

Planning Applications Considered

Applications considered on 24-8-26

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01792/MMA	Ashley Bidwell 03/09/2026	Cllr Michaelides	OPEN Architecture
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
MANPAWEELA & BHAVARIAN LTD	Wetton Cleaning Services Ltd E	2 Pembroke Road	Town	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			12/08/26	
Amendment to 23/03185/FUL to alteration to cladding and removal of projecting balconies.				

Comment

Sevenoaks Town Council recommended approval, provided the Planning Officer is satisfied with the designs and materials.

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01827/HOUSE	Zoe Dommett 25/08/2026	Cllr Layne	Robinson Escott Planning
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Mrs M May	Stable Cottage	3 Holly Bush Lane		
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			04/08/26	
Proposed car port.				

Comment

Proposed by Cllr Clayton:

Sevenoaks Town Council recommended approval.

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	26/01856/HOUSE	Zoe Dommett 25/08/2026	Cllr Ancrum	Kent Building Control Ltd
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Mr and Mrs Cowtan		32 Wildernes Mount	Eastern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			04/08/26	

Demolition of existing conservatory, steps and railing at front and steps and wall at the rear. Conversion of existing garage with raising of the roof. Extension to first floor with new dormers and raising the eaves line. Raising the existing chimney. New metal entrance canopy and alterations to fenestration. Rooflight.

Comment

Sevenoaks Town Council recommended approval, providing:

- There is no overlooking or loss of amenity to neighbours at No. 30 or the re-developed property at No. 34,
- That the materials used are in keeping with the style of the property; and
- That the applicant follows any Kent County Council requirements concerning possible disruption to the public footpath.

Planning Applications Considered

Applications considered on 24-8-26

9	<i>Plan Number</i> 26/01886/FUL	<i>Planning officer</i> Abbey Aslett 08/09/2026	<i>Town Councillor</i> Cllr Michaelides	<i>Agent</i> Five. Architects Ltd
<i>Applicant</i> Mr & Mrs Easton		<i>House Name</i> Cliff House	<i>Road</i> South Park	<i>Locality</i> Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 17/08/26
Demolition of existing dwelling and erection of replacement dwelling and annexe with associated landscaping alterations. Air Source Heat Pumps, Air Conditioning units and solar panels.				

Comment

Sevenoaks Town Council recommended approval, provided the Conservation Officer is satisfied that the loss of this house does not have a negative impact on a conservation area and that the Planning Officer is satisfied with the designs and materials.

10	<i>Plan Number</i> 26/01914/HOUSE	<i>Planning officer</i> Zoe Dommett 03/09/2026	<i>Town Councillor</i> Cllr Clayton	<i>Agent</i> OPEN Architecture
<i>Applicant</i> Mr T & Ms S Collingwood		<i>House Name</i> The Coach House	<i>Road</i> 7 Holly Bush Lane	<i>Locality</i> Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 12/08/26
Demolition of garden shed. Erection of a part single storey and part two storey rear extension. Formation of patio area, steps and associated landscaping.				

Comment

Sevenoaks Town Council recommended approval.

11	<i>Plan Number</i> 26/01926/HOUSE	<i>Planning officer</i> Bethany Prentice 02/09/2026	<i>Town Councillor</i> Cllr Clayton	<i>Agent</i> Rory Newell Chartered Architect
<i>Applicant</i> Mr N Hart		<i>House Name</i>	<i>Road</i> 81 Wickenden Road	<i>Locality</i> Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 11/08/26
Single Storey rear extension with garage conversion. Installation of rooflights.				

Comment

Sevenoaks Town Council recommended approval.

12	<i>Plan Number</i> 26/01987/HOUSE	<i>Planning officer</i> Zoe Dommett 03/09/2026	<i>Town Councillor</i> Cllr Granville	<i>Agent</i> Carmen Austin Architectural Ltd
<i>Applicant</i> Mr and Mrs Alteirac		<i>House Name</i>	<i>Road</i> 48 St Botolphs Road	<i>Locality</i> Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i> 12/08/26
New gym and golf simulator rooms in the garden and new retaining wall.				

Comment

Sevenoaks Town Council recommended approval, provided appropriate noise mitigation measures are secured via a planning condition, and provided the Planning Officer is satisfied that there will be no adverse impact on neighbouring amenity.

Sevenoaks Town Council's response to Kent County Council's Traffic Regulation Order (Amendment 6: A Speed Limit Order on Various Roads in Otford, Sevenoaks), as submitted on 21st August 2026. This was produced by Cllr Shea, at the agreement of the Planning & Environment Committee held on 10th August 2026, and approved under Delegated Authority to the Town Clerk:

Sevenoaks Town Council welcomes the proposal for the first phase of an Otford to Sevenoaks cycle route to be delivered between Sainsburys / McDonald's and Bat & Ball Station. The Town Council is keen to see widespread active travel infrastructure, and had been disappointed not to have been able to include Cramptons Road, Swanzy Road and Moor Road in its own 20mph scheme, which this will rectify. It therefore supports the implementation of a 20mph speed limit in this area. The proposed controlled crossings at Sainsburys and Aldi are especially welcome for safety and for community connectivity.

Sevenoaks Town Council noted that the southern crossing will be of some benefit also for visitors of any future redevelopment of Sevenoaks District Council's depot site who approach from the north side, as well as users of the future Bat & Ball Station to Dunton Green active travel route, envisioned within the Sevenoaks Town Neighbourhood Plan. The removal of the ghost islands near the roundabout should also support adherence to the 30mph limit on this stretch of the A225.

Learning lessons from previous cycle routes, it is essential that, where Cramptons Road becomes a shared highway and cycleway, that signage and road markings make this clear to drivers as well as cyclists. This must include painted cycle logos on the carriageway and reminder signage for drivers along the length of the road.

At the southern end of Cramptons Road, the cycleway is intended to rejoin the current pavement which runs along the boundary of the car park to the Bat & Ball Centre. Sevenoaks Town Council has previously requested that Kent County Council work with them to support the delivery of steps from that path into the car park, giving pedestrian access to the London-bound railway platform. It would therefore be grateful if the County Council would use this opportunity to review the proposal, which would need to cross their embankment land to the east of the foot/cycle path.

Finally, Sevenoaks Town Council emphasised that the opportunity to connect this cycle route to the east-west route is a significant missed opportunity, and efforts should be made to rectify this at the earliest opportunity in order to increase functionality of the routes and facilitate access between Moors Road and Knole Academy, and Bradbourne Lakes area with Sainsbury's Supermarket.

Informative: Please note that the consultation is listed as being for locations in Otford, which is incorrect. The vast majority, from the location of the northern zebra crossing proposal southward, is in the Sevenoaks Town (Sevenoaks Northern ward) administrative area.

Sevenoaks Town Council Planning & Environment Committee 7th September 2026
Agenda Item 6

Proposed response to Sevenoaks District Council's request for Town & Parish Council input into its Infrastructure Delivery Plan:

Sevenoaks Town Council noted with its strong support, that the input of Town and Parish Councils in the District Council's Infrastructure Delivery Plan had recently been sought by its Planning Policy Team, via an email dated 26th August 2026.

Sevenoaks Town Council expressed its gratitude in being consulted on the contents of the District Council's Infrastructure Delivery Plan, and strongly implored the District Council to ensure that this opening of dialogue is retained and given meaningful consideration throughout the lifetime of the Local Plan and onwards.

It also reiterated its previous requests that Town & Parish Councils be invited to join and collaborate during future Section 106 negotiations. This is on the grounds that not only are they ideally-placed to identify important infrastructure improvements, but also highly capable of taking on delivery and maintenance of particular assets which may be secured via these negotiations. Securing Town & Parish Council ownership and maintenance of local assets and green spaces would have the added benefit to the site's future residents in that they would avoid potential double taxation, and the cost of maintaining the assets would be more fairly distributed across the Parish or Town.

Notwithstanding the Town Council's concerns and objections particularly with the Local Plan's proposed allocation of ST4-4, ST4-5 and ST4-7, the following additions to the IDP in relation to specific allocations are proposed below. These are proposed in the instance that the allocations are accepted by the Local Plan's Independent Examiner, and do not constitute support of the Town Council for their development. This list may be added to at a later date.

Particularly for Land at Cramptons Road (ST2-6), as well as any further future development in this area:

There is a significant undersupply of local open and green spaces in this area, and the Town Council therefore requested that any future development in this location include a requirement for the delivery of communal open spaces and play areas. It also requested to be both included in Section 106 discussions relating to this and all future Town developments, as well as to be specifically considered as a partner in providing and maintaining this asset. This is on the grounds that the Town Council is best-placed to do so, and successfully manages a range of open spaces and parks across the Town. It would also have the added benefit of ensuring that any taxation of residents towards maintenance costs is spread more fairly across the Town, as opposed to solely on new inhabitants who would be funding its use by the wider public.

Particularly at Sevenoaks Station (ST2-8), Station Car Park (ST2-9) and 160 London Road (ST2-10), as well as any further future development in this area:

Sevenoaks Town Council considered that the development of the above three sites, located downhill from the main Town Centre, will pose a significant risk to the economy and health of the Town Centre unless appropriate travel infrastructure is not secured. Without robust, reliable and frequent bus services between these locations, the new residents will be more likely to choose convenience and travel further afield via train, to access amenities such as nightlife and services. Sevenoaks Town Council strongly requested that provision of frequent bus services as well as safe active travel routes which link the Town Centre and Station area be a non-negotiable

requirement for future development in this area – particularly as these developments are more likely to provide an undersupply of car parking due to their proximity to the Station.

Brittains Lane, Kippington (ST4-4) and Land west of Brittains Lane (ST4-5):

Sevenoaks Town Council advised that significant improvements to road and pavement infrastructure will be an essential requirement to the successful delivery of proposed allocations ST4-4 and ST4-5. This is on the grounds that Brittains Lane is extremely narrow and lacking any pavement or allocated pedestrian space. Given its proximity to a school and lack of alternative access routes, Sevenoaks Town Council deemed the widening of Brittains Lane as well as provision of pavements on either side to be essential to securing safe access and adequate network capacity.

Land north of Sevenoaks, west of Otford Road (ST4-7):

1. Requirement for mitigation measures to be secured at Section 106 negotiation stage, towards monitoring of the proposed new entrance to nature reserve. Cyclists and electric scooter users, as well as dog walkers are prohibited from entering the reserve on safety and wildlife protection grounds. Introducing a new entrance without ensuring that the wildlife reserve's staff would have the capacity, staff, funding and means to monitor the new entrance would pose an unacceptable risk to their protection measures. This could be in the form of funding towards staff, to be secured in perpetuity, or upgraded monitoring systems which would secure this without the need for staff to attend on-site.
2. New green open spaces which favour biodiversity and nature, which will complement the nature reserve as well as the rare chalk stream which runs through the site.
3. Funding towards restorative infrastructure improvements to the River Darent, as identified within the Darent River Preservation Society's (DRiPS) recently produced restoration feasibility report. This is on the grounds that the rare chalk stream is extremely valuable and overabstracted. Given the proposed housing directly adjacent to the river, Sevenoaks Town Council considered that contribution to its restoration and ensured health would be a fair and proportionate requirement.

Infrastructure improvement opportunities identified within the Town Centre and St John's Hill Area Masterplans.

Sevenoaks Town Council's recently adopted Town Centre and St John's Hill Area Masterplans identified a number of key opportunities for infrastructure improvements, including for traffic and pedestrian movement as well as potential to deliver more local public spaces. The Town Council considered that these be considered during Section 106 negotiations for any development proposed within Sevenoaks Town, but particularly for allocation sites located within the two Masterplans' boundaries.

For reference, key opportunities identified within the Town Centre Masterplan include but are not limited to:

- Junction improvements, including pedestrian crossing opportunities and mini roundabouts at the Pembroke Road / London Road junction, Pembroke Road / High Street junction, and the High Street / London Road junction. As shown in the below extracts:



Figure 4.29: Concept plan for Pembroke Road / London Road junction



Figure 4.30: Concept plan for Pembroke Road / High Street junction



Figure 4.31: Concept plan for the High Street / London Road junction

- Enhanced pedestrian connections, including pavement widening within the Town Centre triangle – where an analysis of pavement widths identified that a significant proportion of the pavements are of substandard widths to safely accommodate wheelchairs and pushchairs. This should include further enhancements where relevant such as tree planting, SuDs, continuous pedestrian crossovers, street furniture to offer resting opportunities,
- Relocation of pedestrian crossings within the Town Centre triangle, to match key walking routes and desire lines – particularly outside the Stag Theatre,
- Traffic movement options for further investigation, modelling and trial within the Town Centre triangle – in order to improve the existing environment both for motorists and pedestrians. As summarised below:

SUMMARY OF MOVEMENT OPTIONS



TWO-WAY WORKING

OPTION ONE

Option 1 seeks to optimise the public realm in the town centre whilst working with the existing traffic management arrangements. However, there simply isn't the space to make room for the quantity and quality of space that is required to create a significant improvement in conditions for those walking and cycling to, through and within the town centre. The basic requirements of two-way traffic leave insufficient remaining space for the wider footway widths and cycling infrastructure that are desired.

The other three options all try to create this additional space for pedestrians and cyclists by reducing the carriageway width through changes to the current traffic management.



ONE-WAY LOOP

OPTION TWO

Option 2A creates a one-way loop - essentially putting all northbound traffic on to London Road and all southbound traffic on to High Street (Pembroke Road remains two-way). **Option 2B** offers an alternative that maintains two-way working on London Road. However, whilst these options should release significant space in theory, the reality is likely to be that any reduction in carriageway width will be tempered by the need to retain some network resilience. Essentially, if a large vehicle were to break down in a one-way section, Kent County Council (as the highway authority) will likely want to ensure that other vehicles can still pass it.

Whilst this requirement for additional width does present opportunities (such as the chance to introduce contra-flow cycle lanes on both London Road and High Street), the gains in footway space may not be as significant as first expected.

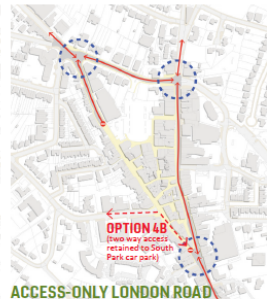


ACCESS-ONLY HIGH STREET

OPTION THREE

Option 3 closes High Street to all motorised traffic (with the exception of emergency service vehicles and some time-limit servicing), essentially pedestrianising it. This would mean that all north-south motor traffic through the town centre would travel via London Road. Whilst this has the potential to create an exemplary pedestrian space along London Road, there are two primary issues with this approach.

The first is bus access to the town centre, with an entirely different approach required to the bus station (possibly as part of the redevelopment of the leisure centre site, or another location). However, perhaps more fundamentally, this arrangement would increase the volume of traffic on London Road, which already feels particularly hostile given the substandard (or missing) footway widths.



ACCESS-ONLY LONDON ROAD

OPTION FOUR

Option 4A has a number of advantages. Firstly, it does not necessitate the relocation / rearrangement of the bus station. Secondly, High Street is wider than London Road, and therefore in a better position to accommodate an increase in vehicular traffic. Furthermore, any negative impacts on High Street could be partially mitigated through improvements to the public realm, particularly resulting from the widening of footways at its southern end. **Option 4B** offers an alternative allowing two-way traffic between South Park Road and the southern end of London Road at the High Street.

The pedestrianisation of London Road would provide a much improved setting for key town centre buildings, and integrate this street into the adjacent network of alleyways and public spaces to the west. However, **Option 4A** limits access to the South Park Car Park and **Option 4B** impacts on the setting of the potential public space outside of The Stag.

- Cycle infrastructure, particularly uphill between Sevenoaks Station and the High Street
- Public realm, street furniture and wayfinding
- New public open spaces identified and promoted within the Town Centre Masterplan at South Park – as part of the Post Office and BT Exchange development, Buckhurst Square – as part of

the Land East of High Street development, and Station Square – as part of the Sevenoaks Station and Car Park development. See below plan for indication of proposed locations:



Key opportunities identified within the St John's Hill Area Masterplan include but are not limited to:

- Enhanced pedestrian connections, including pavement widening at multiple locations where an analysis of pavement widths identified that a significant proportion of the pavements are of substandard widths to safely accommodate wheelchairs and pushchairs. This should include further enhancements where relevant such as tree planting, SuDs, continuous pedestrian crossovers, street furniture to offer resting opportunities,
- Linking of the east to west cycle route to the Town Centre
- New public open spaces identified and promoted within the St John's Hill Area Masterplan, being Bat & Ball Gardens opposite the Station, St John's Place within the St James and St John's Car Parks, and Hollybush Square, the latter of which would include enhancement and expansion of Rheinbach Gardens into Bradbourne Road at its southern end. See below extracted plan, for an indication of proposed locations:



- Improved public realm interventions, particularly at Bat & Ball Station as well as wayfinding improvements to key locations such as the Wildlife Reserve
- Relocation and provision of new pedestrian crossings, which match key walking routes and desire lines
- New cultural space promoted as St John's Quarter, within the St John's and St James' Car Parks which the Masterplan identified as underutilised. This should include multi-purpose open spaces which can flexibly be used for events, markets and other activities, as well as trees and seating.

Sevenoaks Town Council Planning & Environment Committee 7th September 2026
Agenda Item 7

Draft response prepared by the Town Council's Local Plan Working Group, for submission to the District Council for the Local Plan Regulation 19 public consultation.

Question 1: Please clearly state below which Policies, Sites or Evidence Base documents your comments relate to. Please utilise the Policy and Site references included in the drop down links above.

Policies commented on:

Policy CC2, Policy DE1, Policy DE2, Policy DE3, Policy DE4, Policy HW1, Policy IN1, Policy OS1, Policy COM1, Policy T2 and Policy T3.

Allocation sites commented on:

Pinetops, 5 Crownfields (ST2-5), Land at Cramptons Road (ST2-6), Sevenoaks Station (ST2-8), Station Car Park (ST2-9), 160 London Road (ST2-10), Land north of Barnett Field (ST4-1), Land west of Brittain's Lane (ST4-4), Brittain's Lane, Kippington (ST4-5), Land north of Sevenoaks, west of Otford Road (ST4-7).

Please provide your comments here.

Sevenoaks Town Council considered the policies within the Regulation 19 draft Local Plan to be too high-level and insubstantial to deliver any substantive change, as well as lacking a tangible framework to secure their delivery. It would have expected far more detail and direction within a local planning document, setting out how the objectives will be delivered and delivering measurable progress. While the housing policies (ST2-ST5) propose measurable projects which will achieve the aim of delivering the required housing numbers and in the format of housing and mixed-use allocations, the remainder of the policies are lacking in a strategy which will hold the Plan accountable for delivering the objectives that it envisions.

The Transport section was considered to be of particular intangibility in practice, in that it discusses the provision of facilities but does not address the need to influence behaviours and how to change these.

Sevenoaks Town Council emphasised the importance of an "infrastructure first" approach in housing delivery, and raised its concern that the District will not be able to support 17,460 new homes over the next 15 years without securing both new and improved infrastructure provision for existing and future residents.

It noted that a separate consultation is currently being undertaken by the District Council on a revised Community Infrastructure Levy (CIL) Charging Schedule, which proposes to replace the need for developers of 10 or more units to pay a contribution towards indetermined infrastructure improvements via CIL with a more focused Section 106 agreement approach instead. While the intention of ensuring that infrastructure improvements are targeted at the specific locations receiving the increased housing numbers is supported, Sevenoaks Town Council emphasised that local input as to what improvements are needed is vital to ensuring that the best value is achieved for both existing and future residents. Town and Parish Councils must be consulted, both on the contents of the Infrastructure Delivery Plan and its corresponding Project Schedule, as well as future Section 106 negotiations. It considered

Town and Parish Councils to be the best placed for identifying the most pressing needs and values of local people, as well as to aid in the delivery and maintenance of future community assets.

The Town Council further recommended that the value of Town and Parish Councils in providing local representation must be consistently recognised and applied throughout the Local Plan and its Policies, particularly in the preparation and consultation process of Design Codes, Design Review Panels, Section 106 negotiations, and Infrastructure Delivery Plan consultations.

Character area and identity remains one of the highest of the Town Council's priorities, and it welcomed the recognition afforded to this within the Local Plan's policies. Concern was raised however, with the omission of any mention within the draft Plan as to the existing Residential Character Area Assessments, of which there is one for both Sevenoaks Town and Edenbridge.

Housing and mixed-use allocations:

Sevenoaks Town Council advised that recognition as to how the significant housing proposed within Sevenoaks Town could impact the dynamic and identity of the Town must be considered. The three developments proposed at and around the Sevenoaks Station area (ST2-8, ST2-9 and ST2-11) propose 720 new housing units between them, which could have a significant impact as to the perceived central point of Sevenoaks Town – particularly when taken in conjunction with the 1,500 units proposed at land north of Sevenoaks, west of Otford Road (ST4-7). Due to steep topography, the Town Centre is neither easily nor conveniently accessible from these sites by foot, which could further risk disconnect between the Town Centre and these large development sites. In the absence of a regular, 14 hour 7 day a week bus service, these sites will not be able to contribute to the economy of Sevenoaks, with future residents more likely to travel to nearby amenities via train.

Policy H1 (Housing Mix):

Sevenoaks Town Council raised concern as to the lack of detail provided within Policy H1 as to the “variety of house sizes and types” which should be delivered across the District as part of this Policy. It considered that specification or a framework as to what and how this variety of housing should be determined should be embedded within the Policy in order to reduce ambiguity and ensure that its purpose is actually achieved. Modern ways of providing elderly housing, such as increasing the density of elderly and special care units on the most sustainable and accessible of sites in order to facilitate creation of communities and reduced reliance on outside care was considered to be a particularly effective method. Please see Question 5, Proposed Modification 1 which the Town Council considers will address its concern with this lack of detail.

Policy SEV1 (Sevenoaks Town Centre):

Sevenoaks Town Council welcomed the recognition of the envisioned Cultural Quarter, which is a key aspiration of its Neighbourhood Development Plan, as well as of its Town Centre and St John's Hill Area Masterplans. It noted that the latter documents are no longer drafts, but have since been finalised and adopted.

The Town Council also noted that, while the Development Briefs for the proposed allocations cite Policy SEV1 as a Policy Priority, mention of the Town Council's Masterplans is not made within those for the Town, St Johns and Northern allocations. This was considered to be both an inconsistency and missed opportunity to secure consistent and successful application of Policy SEV1, particularly as the Town and St Johns Masterplans both include design guidance

and infrastructure recommendations for some of the sites proposed for allocation within the Regulation 19 Local Plan. The Town Council raised particular attention to the traffic movement options for the Town Centre triangle, explored within the Sevenoaks Town Masterplan. A range of options, including for a one-way traffic system and improvements to the pedestrian environment were explored, with a recommendation that any future changes be modelled and introduced on a trial basis. Delivery of much needed improvements – both to the pedestrian and motorist environment and particularly on the exceedingly narrow London Road – would be an ideal provision for securing under Section 106 negotiations, particularly as the existing network is insufficient to support the current population numbers. Please see Question 5, Proposed Modification 2 which the Town Council considers will address its concern.

Policy CC2 (Sustainable Design and Construction):

Sevenoaks Town Council welcomed the inclusion of sections 8a and 8b within Policy CC2 and on “Sustainable Construction,” including its provisions addressing polluted water run-off, dust, noise and vibration. It expressed its disappointment however, that supporting paragraph 4.16, which provides further context to this provision, does not appear to consider the impacts associated with construction vehicles; referring only to construction machinery.

The Town Council considered that its previously submitted request for the policy to recognise and require mitigation of the air-quality and noise impacts associated with heavy goods vehicles (HGVs) remain relevant to making the Plan sound and consistent. Please see Question 5, Proposed Modification 3 which the Town Council considers will address this concern.

Policy DE1 (Community Engagement):

Sevenoaks Town Council deeply regretted the loss of the proposed new Community Review Panel that had been proposed in the previous Regulation 18 iteration of this Local Plan. It acknowledged however that this Policy may have been challenging to enforce, citing its own observation that Aim C6 of the Sevenoaks Town Neighbourhood Plan (which requires major and/or sensitive applications to be submitted to Design Review Panel) has not been successfully enforced since the Plan’s adoption in May 2023. The Town Council emphasised the importance of positive and active community engagement however, and considered this to remain essential to ensuring the successful delivery and integration of the Local Plan’s proposed housing allocations into the wider community. Policy DE1 does not currently provide any detail as to how this will be achieved, nor a framework or standards expected via consultation methods. Please see Question 5, Proposed Modification 4 which the Town Council considers will address this concern.

Policy DE2 (Design Review):

Sevenoaks Town Council expressed its keen support for the reduction of the threshold previously proposed via the Regulation 18 draft of the Local Plan, for a development scheme to be required to undertake a Design Review Panel. It reiterated the importance however, in ensuring that local views and priorities are represented during this process, in order to ensure the successful delivery and integration of the Local Plan’s proposed housing allocations into the wider community. Please see Question 5, Proposed Modification 5 which the Town Council considers will address this concern.

Policy DE3 (Ensuring Design Quality):

Sevenoaks Town Council questioned the omission of any mention within the Local Plan of either the Sevenoaks or Edenbridge Residential Character Area Assessments. These are

highly detailed and locally valued design guidance documents, the former of which is further supported within the Sevenoaks Town Neighbourhood Plan (“made” at Referendum in May 2023) via Policy C4 which explicitly names this Supplementary Planning Document and requires applicants to comply with its design standards.

The Town Council noted that a brief mention to these Residential Character Area Assessments is made in the introductory pages of the Development Briefs, but only appears in the resulting design guidance of four of these Briefs (being ST2-3, ST2-5, ST2-6 and ST4-4). It is omitted within the identify and design guidance notes of any of the remaining Development Briefs and is not recognised within the Local Plan, which risks its consistency both in compliance by developers and application by Planning Officers.

Please see Question 5, Proposed Modification 6 which the Town Council considers will address this concern.

Policy DE4 (Design Guidance and Codes):

The Town Council expressed its support for the reduced threshold from 100+ units to 10+ units for a development to require a Design Code, however noted that this requirement neither clarifies which bodies should be consulted on the emerging Design Code past “in partnership with SDC and the local community,” nor the method for how this consultation should take place. Please see Question 5, Proposed Modification 7 which the Town Council considers will address this concern.

Policy HW1 (Health and Wellbeing):

Policy HW1, paragraph 15a states that “new development should be located within safe, well-lit, and accessible walking distance to services and facilities.” Sevenoaks Town Council raised its concern that this Policy does not provide a contingency requiring a development proposed in an area that does not have these facilities already, to provide them as part of the scheme. Please see Question 5, Proposed Modification 8 which the Town Council considers will address this concern.

Policy IN1 (Infrastructure Delivery):

Sevenoaks Town Council expressed support for supporting paragraph 9.10, which recognises Town and Parish Councils as important partners in identifying appropriate and necessary infrastructure improvement needs, however raised its concern that this has not fed into Policy IN1, outside of the previous Regulation 18 consultation. The Town Council noted with its support that the District Council has since sent an email dated 26th August 2026, seeking Town & Parish Council input in its IDP, and emphasised that this opening of dialogue must be maintained throughout the lifetime of the Local Plan, as well as their input sought during Section 106 negotiations. Please see Question 5, Proposed Modification 9 which the Town Council considers will address this concern.

Policy OS1 (Open Space and Recreation):

Sevenoaks Town Council noted that Neighbourhood Development Plans are indicated as an anticipated method for identifying and designating “Local Green Spaces”, including “all other open spaces of value to the local community”. It considered this description to be lacking detail and therefore consistency in how it will be applied, and also advised that the designation of such spaces solely via Neighbourhood Development Plans – which take a significant amount of time and funding to produce – as a functionally inadequate means of doing this. Local open spaces are a valuable asset to local communities and should be granted protection for the important function that they have in furthering residents’ social and recreational interests as well as mental and physical wellbeing. The Town Council suggested that allowing open spaces of local value to be identified and allocated via the Asset of Community Value (Community Right to Bid / Buy) process would be an appropriate additional

measure for identifying such spaces and make this policy more deliverable. Please see Question 5, Proposed Modification 10 which the Town Council considers will address this concern.

Policy COM1 (Provision and Retention of Community Uses):

Sevenoaks Town Council expressed its keen support for paragraph 58 on page 292, which states that “ACV status is therefore a relevant consideration when assessing proposals affecting valued community facilities.” It considered the term “relevant” to be insufficient due to the standard terminology in assessing planning applications being “material” and advised that in its current format, this description may not be robust enough to give it much weight in practice. Please see Question 5, Proposed Modification 11 which the Town Council considers will address this concern.

Comments on proposed housing allocation sites:

Pinetops, 5 Crownfields (ST2-5):

Sevenoaks Town Council questioned the lack of consideration within the SHELAA report produced for this site, as to impact and mitigation measures which will be required to protect the portion of this site which is covered by a blanket Tree Protection Order. It noted that a portion of the allocation for Bakers Yard (EMP2-1) had been removed since the Regulation 18 consultation, on the grounds of its Tree Protection Order, however the report for ST2-5 has not recognised this as a site constraint.

Furthermore, Sevenoaks Town Council raised concern as to the deliverability timeline predicted within the report, on the grounds of having received report that the land is subject to a restrictive covenant which prohibits its development. While the Town Council acknowledged that restrictive covenants are separate from the planning system and therefore that they would not prevent an emerging scheme from obtaining planning permission, it questioned whether the deliverability of this site as a housing allocation would still hold. Please see Question 5, Proposed Modification 13 which the Town Council considers will address these concerns.

Land at Cramptons Road (ST2-6):

Sevenoaks Town Council raised its concern with the significant increase in proposed density from the previous Regulation 18 consultation. This is particularly on the Town Council’s understanding that such a large development would require piling works, which were considered too high of a risk next to one of the Town’s main sources of drinking water. The Town Council stipulated that there must be no possible risk to the integrity of the Town’s water supply caused by piling works. It recommended that spatial allocation should instead be prioritised to create an outdoor play space and common area, in order to address the significant undersupply of such amenities in this local area. Please see Question 5, Proposed Modification 14 which the Town Council considers will address this concern.

Sevenoaks Station (ST2-8), Station Car Park (ST2-9), and 160 London Road (ST2-10):

Sevenoaks Town Council expressed concern that the Development Brief for the two Station sites, as well as 160 London Road, have neither been considered in conjunction with each other, nor in relation to how they will be incorporated into the identity of the Town. The topography of Sevenoaks Town, whereby the Town Centre is an arduous uphill walk from the train Station and is not supported either by convenient and safe active travel routes or a reliable and frequent bus service, poses a significant risk that any resulting housing development in the Sevenoaks Station area could be to the detriment of the thriving Town Centre and its envisioned Cultural Quarter. While the three sites pose an opportunity to develop highly sustainable locations, this must be supported by travel infrastructure which would secure the vitality, health and economy of the Town Centre. As currently proposed, and

without robust links to the Town Centre, these development sites are unlikely to contribute to the economy of Sevenoaks Town, with their future residents much more likely to travel further afield via train for their services and nighttime economy. The Town Council noted that the Infrastructure Delivery Plan does not address the emerging need for enhanced train and bus services which will be a direct consequence of over 700 new homes being delivered at this location alone.

Sevenoaks Town Council further raised its concern that the Development Brief for Sevenoaks Station proposes the multi-storey car park to be delivered at the furthest possible location from the Station. This poses the significant risk that commuters will bypass this, in favour of using valuable residential parking space, which is proposed to be delivered much closer to the Station itself. In practice, this will not deliver a cohesive and productive development which balances the need for commuter and residential infrastructure and is not considered an effective use of land, nor mix of use.

The Town Council also questioned whether the Local Plan's evidence base satisfactorily supports the housing mix proposed for this site, which envisions the site to primarily house future commuters who have no need for a car. The building heights, which go up to 12 storeys, were considered to be inappropriate and not cohesive with the identity of Sevenoaks Town as a market town of a primarily domestic-scale, with houses typically reaching 2.5 storeys.

Finally, Sevenoaks Town Council emphasised that the Development Briefs for the Sevenoaks Station and surrounding sites must provide a clear vision for the key role of these sites. If they are intended as a gateway to the Town, then adequate infrastructure must be delivered to ensure that people arriving via train are able to easily access the Town Centre. If its key function is proposed to be housing, then it must be delivered in a way which secures positive integration with the rest of the Town, including coherent and well-designed living spaces. To deliver housing for commuters who are not encouraged to and supported in accessing the rest of Sevenoaks Town was considered by the Town Council to be a significant missed opportunity.

Please see Question 5, Proposed Modification 15 which the Town Council hopes will address its concerns.

Land north of Barnett Field (ST4-1), Land west of Brittain's Lane (ST4-4), and Brittain's Lane, Kippington (ST4-5):

Sevenoaks Town Council raised its concern that the three proposed housing allocations (referenced ST4-1, ST4-4 and ST4-5) are not based on a convincing argument for their allocation as grey belt. Please see the Town Council's response to Question 2 where this query is raised to the Independent Examiner.

The Town Council considered that these sites, the first of which abuts a Site of Special Scientific Interest and view to the National Landscape and the rest which also interact with National Landscape, do not meet the criteria for grey belt designation, and requested the Independent Examiner's close consideration of this.

Brittain's Lane is also considerably narrow and lacking pavement on either side, which would need significant infrastructure improvements including road widening and both pavement and active travel route provision, in order to support the proposed new housing sites.

Please see Question 5, Proposed Modification 16 which requests that, should these allocation be retained, appropriate road and pavement improvements are secured.

Land north of Sevenoaks, west of Otford Road (ST4-7):

Notwithstanding the Town Council's concern raised under ST4-1, ST4-4 and ST4-5 that it is not convinced with the methodology used to designate grey belt sites within the proposed Local Plan, Sevenoaks Town Council also raised significant concern with the proposed housing allocation for ST4-7. This is on the grounds that it considered the proposed housing to risk unacceptable damage to the adjacent wildlife reserve and its inhabitants, as well as the rare chalk stream which travels through the site and over which a road and housing sites are proposed.

The proposed road was of a particular concern, due to there being no consideration as to impact on the floodplain and wildlife, as well as any unintended consequences whereby traffic will start to migrate via this route in favour of the motorway.

The Town Council also drew to attention that the Development Brief has not considered the site constraint for the area to the east, which is located on a former landfill and which would therefore pose significant issues at the delivery stage for any emerging development.

At a minimum, the Town Council considered that the smaller, southern hamlet proposed at the northern boundary to the nature reserve should be removed, on the grounds of potential risk and damage to the wildlife reserve. This could be achieved by increasing the housing density to the western hamlet, which is sustainably located in the near vicinity of Dunton Green train station and would make an ideal location for smaller, denser units which would support the Town's aging population and allow the creation of small, supportive communities.

Question 2: Do you consider the Local Plan to be legally compliant?

- Yes
- No
- Unsure

Please provide your comments here

Sevenoaks Town Council raised its concern as to whether the framework and evidence base on which the identification and allocation of proposed grey belt sites have been based are legally compliant and arising from a locally applicable definition of what a "large settlement" is. It sought confirmation from the Independent Examiner as to their satisfaction that:

- The external ARUP reports which have informed the proposed allocation of grey belt designation are based on an accurate definition and informed criteria for identifying grey belt. This is in relation particularly to the proposed allocations sites referenced ST4-1 (Land north of Barnett Field), ST4-4 (Land west of Brittain's Lane), ST4-5 (Brittain's Lane, Kippington) and ST4-7 (Land north of Sevenoaks).

- The biodiversity and viability of both the Sevenoaks Wildlife Reserve, located at the southern border of proposed allocation ST4-7, as well as the rare Darent River chalk stream which travels through the proposed allocation, will not be compromised or adversely impacted by its proposed development.

Its concerns notwithstanding, Sevenoaks Town Council would defer to the expertise of the Independent Examiner.

Question 3: Do you consider the Local Plan to be sound?

- Yes
- No

- [Unsure](#)

If you do not consider the Local Plan sound, or you are unsure, please specify on what grounds.

- Positively Prepared
- Justified
- [Effective](#)
- [Consistent with National Policy](#)
- I consider the Plan sound
- Unsure how to answer

Please provide your comments here

Effective:

Sevenoaks Town Council reiterated its concern (as per Question 1) that the policies within the Regulation 19 draft Local Plan to be too high-level and insubstantial to deliver any substantive change and lacking a tangible framework to secure their delivery. It would have expected far more detail and direction within a local planning document, setting out how the objectives will be delivered and delivering measurable progress. While the housing policies (ST2-ST5) propose measurable projects which will achieve the aim of delivering the required housing numbers and in the format of housing and mixed-use allocations, the remainder of the policies are lacking in a strategy which will hold the Plan accountable for delivering the objectives that it envisions.

Consistent with National Policy:

Sevenoaks Town Council reiterated its concern as stated previously in Question 2, that the framework and evidence base on which the identification and allocation of proposed grey belt allocations has been based may not be based on a legally compliant or locally applicable definition of what a "large settlement" is. It sought confirmation from the Independent Examiner as to their satisfaction that the external ARUP reports which have informed the proposed allocation of grey belt designation are based on an accurate and informed definition, and will defer to their expertise.

Question 4: Has the Council maintained effective cooperation with their neighbouring Local Authorities and relevant statutory bodies?

- Yes
- No
- Unsure

Please provide your comments here

Question 5: Please set out any modification(s) you consider necessary to make the Local Plan legally compliant or sound in respect to any legal compliance or soundness matters identified?

Please provide your comments here

Proposed Modification 1, Policy H1 (Housing Mix):

Sevenoaks Town Council requested that Policy H1 be amended to provide a clearer specification or framework as to what and how the required “variety” of house sizes and types will be determined. It considered this to be required in order to reduce ambiguity of the Policy and to ensure that it is applied consistently and its purpose successfully delivered.

Proposed Modification 2, Policy SEV1 (Sevenoaks Town Centre):

Sevenoaks Town Council requested that the citation of its Town Centre and St John’s Hill Area Masterplans within this Policy be updated to reflect that these documents have since been completed and adopted by the Town Council – and are therefore no longer “draft”

Masterplans. This suggestion is made on the grounds that the Local Plan should reflect the most up to date information and evidence base.

It also requested that the Development Briefs for all sites located within Northern, St Johns, and Town Ward be updated to include reference to Sevenoaks Town Council’s three Masterplans – both within the list of documents recommended for consultation during a scheme’s design process, as well as within the design requirements section. This is on the grounds that the Northern Masterplan makes up part of the adopted evidence base of the Sevenoaks Town Neighbourhood Plan, and both of the more recent St Johns and Town Masterplans will make up part of its 5 year review evidence base. Including these important documents, which have also considered weaknesses and improvement opportunities for existing infrastructure, will also ensure compliance and consistency of Policy SEV1, which is a listed policy priority within the Development Briefs and cites the Masterplans as guiding documents for future developments and improvements.

Particular consideration should be given within the Development Briefs for developments of 10 or more housing units as to traffic and pedestrian movement options, as well as new public open spaces. The Town Centre and St Johns Masterplans include a review of the existing environment and have identified opportunities and options for improving the pedestrian and motorist network, as well as specific locations for potential new public open spaces. These should be incorporated into the Development Briefs.

Proposed Modification 3, Policy CC2 (Sustainable Design and Construction):

The Town Council considered that its previously submitted request for the policy to recognise and require mitigation of the air-quality and noise impacts associated with heavy goods vehicles (HGVs) remain relevant to making the Plan sound and consistent.

This is on the grounds that a significant proportion of the housing proposed through the Local Plan is located on large allocation sites, the construction of which is likely to generate substantial movements of HGVs transporting materials, equipment and waste. These movements have the potential to contribute to noise, exhaust emissions and other air-quality impacts affecting nearby communities.

Importantly, the Town Council identified no other policy within the Plan which addresses the environmental and amenity impacts arising specifically from construction vehicle movements. Their omission from this policy therefore creates a policy gap in relation to a foreseeable and significant impact associated with the delivery of the Plan’s housing allocations. This was considered to be particularly concerning, given that the Plan seeks to reduce the District’s 444.7 kilotonnes of CO2 emissions while facilitating substantial development.

The Town Council therefore considered that the policy and its supporting paragraph (4.16 on page 160) should expressly recognise construction vehicle movements and require

proportionate measures to minimise their environmental and amenity impacts. Without such provision, the Plan does not provide an effective policy framework for addressing this foreseeable impact of development and is consequently not fully effective or internally consistent. The requested amendment is therefore necessary to ensure that the Plan is sound and consistent.

Proposed Modification 4, Policy DE1 (Community Engagement):

Sevenoaks Town Council requested that clear expectations and standards as to the method, degree and evidence that will be required to support the community engagement statements required under Policy DE1. The Policy in its current format does not provide any detail or framework as to how applicants are expected to engage with the local community, and until the detailed guidance envisioned within supporting paragraph 5.9 is delivered, this Policy will not achieve any degree of consistency in how it is adhered to by applicants, nor applied to and measured against their emerging statements by the relevant LPA Officer.

Proposed Modification 5, DE2 (Design Review):

Sevenoaks Town Council requested that this Policy or its supporting paragraphs be amended to specify that local views must be represented during the Design Review Panel process for significant development proposals. It recommended that Town & Parish Councils be engaged at a minimum during this process, in order to ensure that local knowledge and integration with the surrounding settlement and community can be secured at the earliest stage of design. This change is considered to be relevant in order to make Policy DE2 more effective and successful in its intention to deliver high quality housing which integrates with the surrounding area.

Proposed Modification 6, Policy DE3 (Ensuring Design Quality):

Sevenoaks Town Council requested that Policy DE3, Objective OB6 and the design guidance of any relevant Development Briefs be updated to recognise the Sevenoaks and Edenbridge Residential Character Area Assessments. Applicants should be directed consistently to the same design guidance, where it applies.

Sevenoaks Town Council considered this request to be necessary not only to ensure soundness and consistency in the design guidance promoted within the Local Plan and its supporting evidence base, but also to have increased in importance since the previous Regulation 18 consultation. This is on the basis that Policy DE4 previously envisioned the production of a “Design in Sevenoaks” document which would provide valuable design standards from public realm, accessibility, private amenity space and more. Its provisions do not appear to have been displaced to an alternative policy, and the Town Council expressed concern that this could cause significant loss in local character and distinctiveness and make the objective of respecting Sevenoaks District’s character less tangibly deliverable.

Proposed Modification 7, Policy DE4 (Design Guidance and Codes):

Sevenoaks Town Council noted that Policy DE4 requires the production of Design Codes for developments of over 10 units “in partnership with SDC and the local community,” but neither clarifies which bodies should be consulted in this process, nor the method for how this consultation should take place. It requested that this be amended to clarify what organisations or bodies would be appropriate to include in this “local community” partnership and recommended that this should include Town & Parish Councils as well as any relevant Residents Associations in order to make this policy clearer and more deliverable. It also recommended the method of partnership – for instance local community consultation, Community Review Panels, or roundtable discussions with key stakeholders (including Town

& Parish Councils and Residents Associations) be clarified. This is on the basis that the Policy in its current format will not secure consistent and fair application in practice.

The Town Council also requested that the scope and output of Design Codes and their Guidance should be explicitly required within Policy DE4 to consider and respect existing key local characteristics, in order to deliver the Local Plan's Objective (OB6) of respecting local character.

Proposed Modification 8, Policy HW1 (Health and Wellbeing):

Sevenoaks Town Council requested that paragraph 15a within Policy HW1 be amended to provide a contingency for instances where new development cannot be delivered in existing "well-lit, and accessible" locations, with a requirement for safe, well-lit and accessible walking routes to therefore be required as part of the development. This on the basis that the current wording will often not be deliverable, so including the contingency would make the Policy more sound.

Sevenoaks Town Council also requested that this policy clarify that such amenities as active travel routes and new facilities should be required for delivery at the earliest stage of a scheme's delivery. It considered that this would greatly improve the effectiveness both of this policy as well as complement the volume of housing and new residents promoted within policies ST2-ST5.

Proposed Modification 9, Policy IN1 (Infrastructure Delivery):

Sevenoaks Town Council requested that Paragraph 6 of Policy IN1 be amended to explicitly include Town and Parish Councils within the list of key stakeholders that the District Council pledges to work proactively with, in identifying infrastructure needs associated with emerging developments. This is on the grounds that it will support successful identification and meeting of local needs, as well as upholding the statement within paragraph 9.10 which claims the knowledge of Towns and Parish Councils to have informed the preparation of the Infrastructure Delivery Plan. Town and Parish Councils, which have been identified as key delivery partners of a number of projects identified within the latest publication of the IDP, have not until very recently (26th August 2026) been consulted on its contents, nor during Section 106 negotiations where their input would be particularly valuable as potential delivery or maintenance partners for new community assets. Securing their status amongst the infrastructure providers included in such discussions would facilitate a consistent approach to recognising that "local councils play an important role in identifying local infrastructure needs" (Paragraph 9.10, page 275).

Proposed Modification 10, Policy OS1 (Open Space and Recreation):

Sevenoaks Town Council requested that paragraph 2 of Policy OS1 be amended to provide a clearer criteria or definition of what would be considered an "open space of value to the local community" and recommended that registered Assets of Community Value be included within this list in the first instance. This is on the grounds that allowing community groups and Town & Parish Councils to nominate open spaces of value would be a much more productive and simple method of identifying such spaces, without the need to undertake the rigorous, time-consuming and expensive process of producing or updating a Neighbourhood Development Plan. It would significantly improve the functionality of this Policy and the deliverability of communities being able to identify open spaces that they consider to be locally important.

Proposed Modification 11, Policy COM1 (Provision and Retention of Community Uses):

Sevenoaks Town Council requested that supporting paragraph 58 on page 292, which states that registered Assets of Community Value (ACV) will be considered “relevant” considerations when assessing planning applications, be amended with clear planning terminology (being “material.” This is on the basis that “material” is the correct planning term and will help planning officers and applicants accurately and consistently apply this consideration.

It further requested that the consideration of ACVs as a material planning consideration be explicitly added to the associated Policy COM1, as this is what will be applied in practice against planning applications. The following further wording was proposed for paragraph 5 of Policy COM1:

“5. Proposals for the change of use or development of community facilities – particularly but not exclusive to those covered by an ACV listing – for non-community uses will only be supported...”. This on the grounds that it clarifies the position stated within the supporting text, that ACV status is a material planning consideration. This will facilitate fair, accurate, and consistent application of this as a material consideration by planning officers across the District.

Proposed Modification 12, Policy T2 (Sustainable Movement) and Policy T3 (Vehicle Parking):

Sevenoaks Town Council requested that Policies T2 and T3 be amended to recognise the need for new developments to include, at a minimum, safe stopping spaces for deliveries as well as disabled and visitor carer parking spaces – regardless of the transport hierarchy proposed within Policy T2. This was considered necessary in order to facilitate delivery of Policy H4, which covers specialist and supported housing needs but which does not address the parking needs that arise from specialist and supported care needs, as well as Policy H1 which acknowledges both the need for a range of housing types as well as recognising the need to accommodate the needs of the District’s aging population.

Including the need for delivery parking provision will aid in the success of Policies ST2, ST3, ST4 and ST5, which envision a significant volume of new housing throughout the District, in tandem with Policy T2 which places spatial provision for private vehicle parking at the lowest end of the movement hierarchy. This is on the grounds that, without the right supporting infrastructure in place to support car-free homes, behaviours cannot change.

Proposed Modification 13, Pinetops, 5 Crownfields (ST2-5):

Sevenoaks Town Council requested that consideration be given as to the deliverability of proposed allocation (ST2-5), given potential covenants restricting its development. Should the Planning Inspector consider the proposed allocation to be acceptable, the Town Council requested that the Development Brief be updated to recognise this potential restriction, as well as to take into consideration the TPO’s on the site.

Proposed Modification 14, Land at Cramptons Road (ST2-6):

Sevenoaks Town Council requested that the Planning Inspector take into account the potential risk to the Town’s water supply from piling works, when considering the proposed density in allocation ST2-6. It further recommended that the Development Brief be updated to allow spatial allocation for an outdoor play and common area, in order to address the significant undersupply of such amenities in this local area.

Proposed Modification 15, Sevenoaks Station (ST2-8), Station Car Park (ST2-9) and 160 London Road (ST2-10):

Sevenoaks Town Council requested that the Development Briefs for ST2-8, ST2-9 and ST2-10 be updated to require cohesive design and consideration between the three proposed allocation sites, in order to ensure that they are complementary to each other as well as clear as to the intended role of these sites – i.e. as a gateway to visitors or as housing for commuters.

The Town Council further requested that the Development Briefs explicitly recognise the need to integrate these developments with the wider Town and particularly the Town Centre, which is located uphill and without any reliable bus service or safe active travel infrastructure. Convenient, frequent and reliable bus services must be secured as part of any future development of these sites, in order to ensure that they can contribute to the economy and vitality of the Town Centre.

Finally, the Town Council requested that the spatial plan proposed within the Development Brief be amended to ensure that commuter parking is located as close as possible to the Station, and residential parking furthest away from this and closer to the housing. This is on the grounds that, in practice, the residential parking which is currently proposed close to the Station and at odds with the commuter parking which is located at the furthest possible point from the Station, will cause significant issues and a disconnect between the two proposed uses of this allocation.

Proposed Modification 16, Land north of Barnett Field (ST4-1), Land west of Brittain's Lane (ST4-4), and Brittain's Lane, Kippington (ST4-5):

Notwithstanding the Town Council's concern raised under Questions 1, 2 and 3 that it is not convinced with the methodology used to designate grey belt sites within the proposed Local Plan, Sevenoaks Town Council requested that – should the Examiner be minded to approve their retention in the emerging Local Plan – significant improvements to road and pavement infrastructure be added as an essential requirement within their Development Briefs. This is on the grounds that, Brittain's Lane in particular is extremely narrow and lacking any pavement or allocated pedestrian space. Given its proximity to a school and lack of alternative access routes, Sevenoaks Town Council deemed the widening of Brittain's Lane as well as provision of pavements on either side to be essential to securing safe access, as well as ensuring that the transport network has the capacity to support the increase in residents.

Proposed Modification 17, Land north of Sevenoaks, west of Otford Road (ST4-7):

Notwithstanding the Town Council's concerns raised under Questions 1, 2 and 3, Sevenoaks Town Council requested that – should the Examiner be minded to approve the retention of proposed allocation ST4-7 in the emerging Local Plan – the following changes be made to its Development Brief:

- Removal of the proposed road, on the grounds of impact on the floodplain and wildlife reserve – which is not recognised within the Development Brief – as well as the significant risk that traffic will begin to divert via this route, in favour of the motorway.
- Recognition within the site constraints section, that the proposed housing hamlet to the east of the site is located on a former landfill. This is on the grounds that this could pose significant issues in deliverability. Ideally, this proposed housing allocation would be removed, in favour of retaining the green space for community access.
- Removal of the smaller, southern hamlet proposed at the northern boundary to the wildlife reserve at the very minimum. This is on the grounds of potential risk and damage to the reserve. The Town Council considered that this could be achieved without forfeiting housing numbers, by increasing the proposed housing density in the western hamlet. This hamlet is sustainably located in the near vicinity of Dunton Green train station and would make an ideal

location for smaller, denser units which would support the Town's aging population and allow the creation of small, supportive communities. The Town Council would ideally wish for the eastern hamlet to be removed as well, and suggested that it be replaced with a further green open space.

- Requirement for mitigation measures to be secured at Section 106 negotiation stage, towards monitoring of the proposed new entrance to nature reserve. Cyclists and electric scooter users, as well as dog walkers are prohibited from entering the reserve on safety and wildlife protection grounds. Introducing a new entrance without ensuring that the wildlife reserve's staff would have the capacity, staff, funding and means to monitor the new entrance would pose an unacceptable risk to their protection measures. This could be in the form of funding towards staff, to be secured in perpetuity, or upgraded monitoring systems which would secure this without the need for staff to attend on-site.

Question 6: If your representation is seeking modification to the Local Plan, do you consider it necessary to request participation in the examination hearing session(s)?

- Yes
- No
- Not Applicable

Please provide any additional comments here:

Sevenoaks Town Council noted with its strong support, that the input of Town and Parish Councils in the District Council's Infrastructure Delivery Plan had recently been sought by its Planning Policy Team, via an email dated 26th August 2026.

For transparency and ease of reference, a copy of the Town Council's intended response is provided below:

Sevenoaks Town Council expressed its gratitude in being consulted on the contents of the District Council's Infrastructure Delivery Plan, and strongly implored the District Council to ensure that this opening of dialogue is retained and given meaningful consideration throughout the lifetime of the Local Plan and onwards.

It also reiterated its previous requests that Town & Parish Councils be invited to join and collaborate during future Section 106 negotiations. This is on the grounds that not only are they ideally-placed to identify important infrastructure improvements, but also highly capable of taking on delivery and maintenance of particular assets which may be secured via these negotiations. Securing Town & Parish Council ownership and maintenance of local assets and green spaces would have the added benefit to the site's future residents in that they would avoid potential double taxation, and the cost of maintaining the assets would be more fairly distributed across the Parish or Town.

Notwithstanding the Town Council's concerns and objections particularly with the Local Plan's proposed allocation of ST4-4, ST4-5 and ST4-7, the following additions to the IDP in relation to specific allocations are proposed below. These are proposed in the instance that the allocations are accepted by the Local Plan's Independent Examiner, and do not constitute support of the Town Council for their development. This list may be added to at a later date.

Particularly for Land at Cramptons Road (ST2-6), as well as any further future development in this area:

There is a significant undersupply of local open and green spaces in this area, and the Town Council therefore requested that any future development in this location include a requirement for the delivery of communal open spaces and play areas. It also requested to be both included in Section 106 discussions relating to this and all future Town developments, as well as to be specifically considered as a partner in providing and maintaining this asset. This is on the grounds that the Town Council is best-placed to do so, and successfully manages a range of open spaces and parks across the Town. It would also have the added benefit of ensuring that any taxation of residents towards maintenance costs is spread more fairly across the Town, as opposed to solely on new inhabitants who would be funding its use by the wider public.

Particularly at Sevenoaks Station (ST2-8), Station Car Park (ST2-9) and 160 London Road (ST2-10), as well as any further future development in this area:

Sevenoaks Town Council considered that the development of the above three sites, located downhill from the main Town Centre, will pose a significant risk to the economy and health of the Town Centre unless appropriate travel infrastructure is not secured. Without robust, reliable and frequent bus services between these locations, the new residents will be more likely to choose convenience and travel further afield via train, to access amenities such as nightlife and services. Sevenoaks Town Council strongly requested that provision of frequent bus services as well as safe active travel routes which link the Town Centre and Station area be a non-negotiable requirement for future development in this area – particularly as these developments are more likely to provide an undersupply of car parking due to their proximity to the Station.

Brittains Lane, Kippington (ST4-4) and Land west of Brittains Lane (ST4-5):

Sevenoaks Town Council advised that significant improvements to road and pavement infrastructure will be an essential requirement to the successful delivery of proposed allocations ST4-4 and ST4-5. This is on the grounds that Brittains Lane is extremely narrow and lacking any pavement or allocated pedestrian space. Given its proximity to a school and lack of alternative access routes, Sevenoaks Town Council deemed the widening of Brittains Lane as well as provision of pavements on either side to be essential to securing safe access and adequate network capacity.

Land north of Sevenoaks, west of Otford Road (ST4-7):

1. Requirement for mitigation measures to be secured at Section 106 negotiation stage, towards monitoring of the proposed new entrance to nature reserve. Cyclists and electric scooter users, as well as dog walkers are prohibited from entering the reserve on safety and wildlife protection grounds. Introducing a new entrance without ensuring that the wildlife reserve's staff would have the capacity, staff, funding and means to monitor the new entrance would pose an unacceptable risk to their protection measures. This could be in the form of funding towards staff, to be secured in perpetuity, or upgraded monitoring systems which would secure this without the need for staff to attend on-site.
2. New green open spaces which favour biodiversity and nature, which will complement the nature reserve as well as the rare chalk stream which runs through the site.
3. Funding towards restorative infrastructure improvements to the River Darent, as identified within the Darent River Preservation Society's (DRiPS) recently produced restoration

feasibility report. This is on the grounds that the rare chalk stream is extremely valuable and overabstracted. Given the proposed housing directly adjacent to the river, Sevenoaks Town Council considered that contribution to its restoration and ensured health would be a fair and proportionate requirement.

Infrastructure improvement opportunities identified within the Town Centre and St John's Hill Area Masterplans.

Sevenoaks Town Council's recently adopted Town Centre and St John's Hill Area Masterplans identified a number of key opportunities for infrastructure improvements, including for traffic and pedestrian movement as well as potential to deliver more local public spaces. The Town Council considered that these be considered during Section 106 negotiations for any development proposed within Sevenoaks Town, but particularly for allocation sites located within the two Masterplans' boundaries.

For reference, key opportunities identified within the Town Centre Masterplan include but are not limited to:

- Junction improvements, including pedestrian crossing opportunities and mini roundabouts at the Pembroke Road / London Road junction, Pembroke Road / High Street junction, and the High Street / London Road junction.
- Enhanced pedestrian connections, including pavement widening within the Town Centre triangle – where an analysis of pavement widths identified that a significant proportion of the pavements are of substandard widths to safely accommodate wheelchairs and pushchairs. This should include further enhancements where relevant such as tree planting, SuDs, continuous pedestrian crossovers, street furniture to offer resting opportunities,
- Relocation of pedestrian crossings within the Town Centre triangle, to match key walking routes and desire lines – particularly outside the Stag Theatre,
- Traffic movement options for further investigation, modelling and trial within the Town Centre triangle – in order to improve the existing environment both for motorists and pedestrians
- Cycle infrastructure, particularly uphill between Sevenoaks Station and the High Street
- Public realm, street furniture and wayfinding
- New public open spaces identified and promoted within the Town Centre Masterplan at South Park – as part of the Post Office and BT Exchange development, Buckhurst Square – as part of the Land East of High Street development, and Station Square – as part of the Sevenoaks Station and Car Park development.

Key opportunities identified within the St John's Hill Area Masterplan include but are not limited to:

- Enhanced pedestrian connections, including pavement widening at multiple locations where an analysis of pavement widths identified that a significant proportion of the pavements are of substandard widths to safely accommodate wheelchairs and pushchairs. This should include further enhancements where relevant such as tree planting, SuDs, continuous pedestrian crossovers, street furniture to offer resting opportunities,
- Linking of the east to west cycle route to the Town Centre
- New public open spaces identified and promoted within the St John's Hill Area Masterplan, being Bat & Ball Gardens opposite the Station, St John's Place within the St James and St John's Car Parks, and Hollybush Square, the latter of which would include enhancement and expansion of Rheinback Gardens into Bradbourne Road at its southern end,
- Improved public realm interventions, particularly at Bat & Ball Station as well as wayfinding improvements to key locations such as the Wildlife Reserve

- Relocation and provision of new pedestrian crossings, which match key walking routes and desire lines
- New cultural space promoted as St John's Quarter, within the St John's and St James' Car Parks which the Masterplan identified as underutilised. This should include multi-purpose open spaces which can flexibly be used for events, markets and other activities, as well as trees and seating.

Sevenoaks Town Council Planning & Environment Committee 7th September 2026
Agenda Item 8

Proposed draft response to the District Council's proposed Community Infrastructure Levy Charging Schedule:

Sevenoaks Town Council considered the proposed revision to Sevenoaks District Council's Community Infrastructure Levy (CIL) Charging Schedule to have the potential to deliver positive outcomes which could address some of the issues with the current Schedule, however advised that it must be delivered via a robust framework which incorporates genuine engagement and inclusive dialogue with Town / Parish Councils – throughout the entire Section 106 process. This includes through opportunities to suggest priority infrastructure improvements which should be included in the Infrastructure Delivery Plan (especially as Town and Parish Councils will be much less likely to be able to fund these themselves, given the significant reduction in funding stream), as well as to join and influence Section 106 negotiations.

The Town Council drew attention in particular to paragraph 9.10 of the Regulation 19 Local Plan draft (copied below for reference), which recognises the important role that Town and Parish Councils play in successful infrastructure delivery, and explicitly states that their knowledge has helped to inform the preparation of the Infrastructure Delivery Plan (IDP). While it was noted that there are indeed now entries within the IDP's Project Schedule which propose the respective Town or Parish Councils as a joint lead delivery organisation in identified Community & Culture Infrastructure and Blue & Green Infrastructure projects, this is not the product of consultation with these local Councils.

Sevenoaks Town Council noted with its support, that Sevenoaks District Council has since reached out to seek the input of Town & Parish Councils in the IDP, via an email dated 26th August 2026. The Town Council emphasised that this opening of dialogue must be maintained throughout the lifetime of the Local Plan, and further opportunities to propose infrastructure improvements ensured. Town & Parish Councils should also be included in Section 106 negotiations, not least to inform the discussions but also because they are best-placed to inherit and maintain local assets secured via the negotiations, such as community buildings and open spaces. This would secure stable and consistent management from the outset, as well as ensuring that residents of the new development who may otherwise be charged a maintenance fee as part of their property purchase, would not be taxed twice, should a local Council adopt the asset at a later date.

Furthermore, while opportunity is provided during the planning application stage for Town & Parish Councils to submit representation, which could include infrastructure suggestions, there is no mechanism for suggesting these at a less targeted level (i.e. five small developments looked at in isolation might not trigger a Town Council recommendation for a linked active travel route between all five). It would also be too late in the design stage for the applicant to incorporate these into their scheme. Embedding Town & Parish Council infrastructure recommendations within the IDP and during Section 106 negotiations will facilitate their addressal in the first instance, when spatial plans are being explored.

9.10. Successful infrastructure delivery also relies on strong partnership working with developers, neighbouring authorities and Town and Parish Councils. Local councils play an important role in identifying local infrastructure needs, and their knowledge has helped inform the preparation of the IDP. Engagement will continue through the planning application process to ensure that local priorities are understood and considered alongside technical evidence.

A *potential* weakness of the existing CIL Charging Schedule is that there is no spatial restriction placed for CIL Board grant applications, which would require the applicant's proposed project to be within, or even adjacent to the Town or Parish that the funding was received from. CIL money received from developers throughout the entire District is pooled into a single "pot" of money, which is then open to anyone to bid on; regardless of whether the project would benefit the existing or future residents of the area that the CIL funding was received from. While this does benefit residents of Towns & Parishes that receive a much smaller amount of development than the principle settlements, and allows for infrastructure improvements to be funded when they otherwise may not have been able to, the premise of CIL contributions is that it is supposed to offset the impact of development on infrastructure and residents that the development itself would cause. Replacing CIL contributions for these projects would therefore facilitate the provision of targeted infrastructure improvements that do deliver their intended purpose, however local input into these must not be lost.

Sevenoaks Town Council requested that the District Council give serious consideration to the idea of assigning 100% of CIL contributions received from the remaining criteria of development which would be liable to pay CIL (1-9 new units) to be paid to the respective Town or Parish Council. This would allow these smaller interventions to be delivered on a locally-informed basis and to benefit the community (future and existing) that the development would directly impact.

Finally, Sevenoaks Town Council expressed its concern as to the administrative and time burden that the reduced threshold for requiring a Section 106 agreement for developments of 10+ units. It cited the following three developments and their respective timelines from approval by the District Council's Development Management Committee (DMC), to publication of their Decision Notices and Section 106 agreements.

- 22/00512/OUT – Sevenoaks Quarry, Bat and Ball Road: **Granted** by the DMC on **1st June 2023**, contingent on a Section 106 agreement. This agreement and subsequent publication of the Decision Notice was not reached until **8th October 2024 – a 16 month delay**.
- 21/01254/FUL – Sevenoaks Gasholder Station, Cramptons Road: **Granted** by the DMC on **7th November 2024**, contingent on a Section 106 agreement. This agreement and subsequent publication of the Decision Notice was not reached until **19th January 2026 – a 14 month delay**.

- 24/01339/FUL – Former Site of the Farmers, London Road: Granted by the DMC on **11th December 2025**, contingent on a Section 106 agreement. This agreement and subsequent publication of the Decision Notice are **still outstanding – a 9 month delay so far**.

While the Town Council noted that the significant delays outlined above may not be reflective of all future Section 106 negotiations, particularly as they relate to significant developments, they do highlight the need to carefully manage the administrative process and timeline of Section 106 agreements, to ensure that further delays to development – at all scales – are not caused. A larger volume of small developments requiring a Section 106 agreement could cause further delays to the reaching of agreement for larger developments, and vice versa. While setting up separate teams to manage the agreements for small, medium and larger sites could help to mitigate this, it could also cause a disconnect between the teams as to what infrastructure is needed.

Informative:

Below is a copy of correspondence sent by Sevenoaks Town Council to the District Council (Planning Policy team, and members of SDC's Cabinet) on 2nd July 2026 (no response received to date):

I am writing on behalf of Sevenoaks Town Council to respectfully request that the Planning Policy team, as well Members of the District Council's Cabinet, consider (if possible) including Town & Parish Councils both in the consultation/preparation stage of identifying projects for the Infrastructure Delivery Plan, as well as during future Section 106 negotiations.

This is on the basis that Town & Parish Councils are well placed to inform on local needs and priorities, as well as to facilitate either with delivery and / or management of such local infrastructure to be secured via Section 106 agreements, including new public spaces and other assets. Adding Town & Parish Councils to the list of consulted infrastructure providers and Section 106 negotiation attendees could also help in facilitating any future transition from the current Community Infrastructure Levy arrangements should the District Council formally amend its Charging Schedule to remove developments of 10 units or more, by ensuring that Town & Parish Council input is sustained in the identification of local infrastructure improvements / provision.

Planning applications to be Considered

Planning Applications received to be considered on 7th September 2026

1	Plan Number	Planning Officer	Town Councillor	Agent
	26/01339/HOUSE	Bethany Jones 17/09/2026	Cllr Daniell	Carmen Austin Architecture Ltd
	Applicant	House Name	Road	Locality
	Mr and Mrs Reeve	Chartland	37 Kippington Road	Kippington
Description: AMENDED Application Demolition of existing garage, interlinked side extension, chimneys, walls and gates. Erection of a 2 storey side extension with integrated ground floor garage with electric charging point. Single storey rear extension and creation of a front porch. Addition of solar panels, rooflights and associated landscaping A summary of the main changes is set out below: The applicant has provided additional information responding to KCC Ecology comments. https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TFNJ9SBKFW500				

2	Plan Number	Planning Officer	Town Councillor	Agent
	26/01729/MMA	Summer Aucoin 09/09/2026	Cllr Willis	Sharpe Architecture Ltd
	Applicant	House Name	Road	Locality
	Mr C Stone		27 Knole Way	Town
Description: Amendment to 26/00265/HOUSE to Install flush PV panels. https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=THK21DBKGQX00				

3	Plan Number	Planning Officer	Town Councillor	Agent
	26/01850/FUL	Abbey Aslett 18/09/2026	Cllr Granville	Harringtons 2006
	Applicant	House Name	Road	Locality
	Eland Estates Limited	Granville House	7 Station Parade, London Road	Town
Description: Subdivision and change of use to form 2 no commercial spaces to front of building and 2 no 2 bedroom flats with balcony to rear of building. Proposed extension and disabled compliant access to front of property. Associated hard and soft landscaping. Alterations to fenestrations. https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TI4F9KBKGXW00				

Planning applications to be Considered

Planning Applications received to be considered on 7th September 2026

4	Plan Number	Planning Officer	Town Councillor	Agent
	26/01983/HOUSE	Zoe Dommett 10/09/2026	Cllr Gustard	Mrs J Keeley
	Applicant	House Name	Road	Locality
	Mr R Keley		23 The Middlings	Kippington
Description: Proposed two storey side extension.				
https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TIUCR4BKH9700				

5	Plan Number	Planning Officer	Town Councillor	Agent
	26/02085/HOUSE	Bethany Prentice 12/09/2026	Cllr Daniell	Graham Simpkin Planning Ltd
	Applicant	House Name	Road	Locality
	Mr M Synesiou	Bramblings	Hopgarden Lane	Kippington
Description: Erection of a boundary fence and gate adjacent to the highway. Installation of external lighting.				
https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TJB0QNBKHH200				

6	Plan Number	Planning Officer	Town Councillor	Agent
	26/02107/FUL	Abbey Aslett 17/09/2026	Cllr Willis	Tricon Design Ltd
	Applicant	House Name	Road	Locality
	Mr T Nguyen		3 London Road	Town
Description: Erection of infill shop front and associated internal alterations to the ground floor commercial unit, including the removal of the existing internal staircase and alterations to create a single-level internal floor, with internal steps provided at the rear access door.				
https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TJEPYOBKHIT00				

7	Plan Number	Planning Officer	Town Councillor	Agent
	26/02116/HOUSE	Bethany Prentice 12/09/2026	Cllr Clayton	Building Drawings
	Applicant	House Name	Road	Locality
	Mr G McNulty		7 Prospect Road	Eastern
Description: Erection of a rear dormer to existing converted loft space and installation of rooflights.				
https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TJKA21BKHX00				

Planning applications to be Considered

Planning Applications received to be considered on 7th September 2026

8	Plan Number	Planning Officer	Town Councillor	Agent
	26/02117/HOUSE	Bethany Prentice 17/09/2026	Cllr Granville	Offset Architects
	Applicant	House Name	Road	Locality
	Mr & Mrs Shepperd		5 Plymouth Park	Town
Description: Demolition of existing conservatory and construction of single storey rear extension with rooflights. Part conversion of garage. First floor extension with Juliet balcony and roof alterations, new entrance porch, fenestration changes, rooflights, solar panels and external insulation upgrades to improve the energy efficiency and performance of the existing dwelling.				
https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TJKA2JBKHK000				