

From: Claire Shearing
Sent: 31 March 2021 12:46
To: Planning Comments
Subject: FW: Fort Halstead design comments (2)

Please could these comments be added to 19/05000/HYB as Urban Design Comments and as public.

Thanks, Claire

From: Amanda Gregor <Amanda.Gregor@sevenoaks.gov.uk>
Sent: 02 November 2020 16:00
To: Claire Shearing <Claire.Shearing@sevenoaks.gov.uk>
Subject: Fort Halstead design comments (2)

Design Comments (2): 19/05000/HYB Fort Halstead, Crow Drive, Halstead, Kent TN14 7BU

Thank you for the opportunity to comment on the revised proposals. The following comments follow up from the previous ones submitted on 9th December 2019 and take into consideration the proposed amendments.

It is noted that one of the key amendments proposes to reduce the number of homes to 635, from the previous proposal of 750 homes. The reduction of 115 homes will have an impact on the future social vibrancy of this community including the viability of the social infrastructure (the bus route and potential school) and supporting the economic viability of the proposed village centre.

Notwithstanding this concern, the proposed reduction in housing will be achieved by removing the housing on the helipad site and a reduction in density in the village mews character area. There is some concern about reducing the density at this location. The higher density and low rise typology that was previously proposed in the village mews was developed in response to comments from the design review panel (in 2019). This character area abuts the village centre and therefore a higher density is appropriate here. Furthermore, the proposed layout in this character area (specifically on the western side) fails to achieve the vision as stated on p34 of the Design Principles document 'Village Mews *forms the heart of the residential neighbourhood*, sitting immediately to the north of the Village Centre. A series of intimate shared-surface streets lined with link-detached homes form *a number of attractive routes for pedestrians and cyclists*, while discouraging vehicles, creating *a family friendly neighbourhood* with easy access to the Green Link and other amenities.' The introduction of the on-plot car parking typology that sits beyond the building line creates a less sympathetic approach to character of this neighbourhood. As a result, the streetscape would be dominated by parked cars; entrance to houses are set further back from the street creating less of a relationship to the public realm and there is a reduction of landscaping. The previous version of the street plan and section showed cars that were set back behind the building line which were less dominant in the streetscape; the building line came up to the street creating a stronger sense of enclosure and interest and rhythm in the built form; and the streetscape had landscaping that ran parallel to the street creating a much more attractive route for pedestrians and cyclists which would create a more responsive environment in order to create family friendly neighbourhoods as well as a more legible north-south route connecting the Green Link to/from the Village Centre.

Thanks,

Amanda

Amanda Gregor

Urban Design Officer
Strategic Planning

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This advice is without prejudice to the decision making processes of the local planning authority and in no way prejudices any future determinations or decisions made by the local planning authority.

You are advised to seek your own independent advice on any issues raised in this email.