

From: Amanda Gregor
Sent: 09 December 2019 12:59
To: Claire Shearing
Cc: Planning Comments
Subject: Design Comments - 19/05000/HYB Fort Halstead, Crow Drive, Halstead KENT TN14 7BU

Categories: Orange Category

Dear Claire,

Design Comments – 19/05000/HYB Fort Halstead, Crow Drive, Halstead KENT TN14 7BU

Hybrid application comprising, in outline: development of business space (use classes B1a/b/c) of up to 27,659 sq m GEA; works within the X enclave relating to energetic testing operations, including fencing, access, car parking; development of up to 750 residential dwellings; development of a mixed use village centre (use classes A1/A3/A4/A5/B1a/D1/D2); primary school; change of use of Fort Area and bunkers to Historic Interpretation Centre (use class D1) with workshop space and; associated landscaping, works and infrastructure. In detail: demolition of existing buildings; change of use and works including extension and associated alterations to buildings Q13 and Q14 including landscaping and public realm, and primary and secondary accesses to the site.

The application has been the subject of constructive pre-application discussions with Officers and the outcome of which can be seen within this application. Our comments aim to support “ the creation of high quality buildings and places (which) is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” (NPPF, para 124).

Submitted Planning Application Documents for Approval:

Design Principles

Specific design guidance has been extracted as chapters from both the Design and Access Statement and the Village Centre document, which have been submitted for planning approval. Design principles are set within coloured boxes to indicate mandatory design principles to ensure development will be of high quality. In order to retain that design quality is considered throughout the evolution of proposals, please condition the following: any proposals submitted are subject to a formal Design Review process. This ensures proposals adhere to the approved design principles as well as assessing more detailed design elements that will be proposed, in order to create distinctive places, with a consistent and high quality standard of design (NPPF, para 126.)

Reason: to achieve well-designed places (chapter 12 , NPPF) and all new development should be designed to a high quality (SP1, Local policy).

Parameter Plans

The following parameter plans: 003A land use and green infrastructure, 003B building heights, 003C access and movement and 003D demolition plan submitted are broadly acceptable.

Comments below:

- 003C Parameter plans (Access and Movement Plans) – The indicative strategic shared footway/cycleway should be shown right up to the applicants red line boundary at the site access points.

Reason: promoting healthy and safe communities NPPF para 81a and promoting sustainable transport NPPF para 102c and 104d.

- Clarification: If the ‘indicative density plan’ is part of the package of parameter plans that is being approved, then ‘indicative’ should be removed. As ranges of dph have been proposed this should be sufficient to provide some flexibility in the density between character areas.

Village Centre Design Guidance (detailed)

The phasing plan shows that the village centre will be one of the first areas to be developed (following demolition, remediation and installation of services, roads, footpaths, accesses) etc. The village centre should be developed first in order to help create a centre and establish this community. It is expected that a meanwhile use phasing programme is submitted to ensure the village centre is still operational in providing mixed use services in order to support the emerging community as the residential parcels are under development.

In detail:

Relationship to Q13 and Q14 and Village Green

A stronger pedestrian connection and crossing points should be created from the car parking at the rear of the listed building to the pedestrian zone in front of the buildings to the east to create a coherent pedestrian route between these two areas, following the desire line. Further to this, the proposed resin bound pedestrian paving that passes the cycle parking at the rear of the Listed Buildings, is currently a dogleg path at the back of the building with little active frontage (it faces onto emergency exit). This should be addressed to enhance the pedestrian route so it is clear, legible and safely connects to the pedestrian zone in front of the buildings (plot 1B).

Reason: to achieve healthy, inclusive and safe places which: are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas (NPPF para91b) and to achieve healthy, inclusive and safe places which: a) promote social interaction...strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages (NPPF para 91a)

Clarification: The material detailing of the footway that runs to the eastern boundary of the Listed Building is not indicated on the hard and softworks drawing 6699_101 H.

Bike and Bin Storage

Safety and security -

- It is not clear who can access this storage facility i.e. is it publically accessible or will it require key access? If it is publically accessible, which is encouraged, then another material should be used. The material is solid black metal (presumably to relate to the external black metal finish of the staircase) however for this purpose, you cannot see into the storage unit before entering. A material that allows some form of visual permeability would be more appropriate.
- Further to this, the material choice of solid black metal, will be dark inside (especially in winter) and from the drawings no lighting seems to be proposed, – so lighting is required for personal security and safety.
- the doors also open into the storage unit blocking 4/8 cycle spaces, making the cycle parking storage unit not fit for purpose.
- it is not clear from the drawing what support system will be used to secure the bikes. Racks and front wheel systems are not encouraged as they provide poor stability and do not allow the frame to be secured safely and are therefore not fit for purpose.
- the rear elevation is blank and this faces the car parking area, in order to make it clear that this is the cycle parking storage some form of signage (as per the front elevation) or a material that is visually permeable so it is obvious that this is the cycle parking area.

Reason: provide high quality walking and cycling networks and supporting facilities such as cycle parking (NPPF para104(d))

Many thanks,

Amanda

Amanda Gregor
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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.