

Comments for Planning Application 19/05000/HYB

Application Summary

Application Number: 19/05000/HYB

Address: DSTL Fort Halstead Crow Drive Halstead Sevenoaks KENT TN14 7BU

Proposal: Hybrid application comprising, in outline: development of business space (use classes B1a/b/c) of up to 27,773 sqm GEA; works within the X enclave relating to energetic testing operations, including fencing, access, car parking; development of up to 635 residential dwellings; development of a mixed use village centre (use classes A1/A3/A4/A5/B1a/D1/D2); land safeguarded for a 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.

Case Officer: Claire Shearing

Customer Details

Name: Mr Alec Lauder

Address: 32 Turnpike Drive, Pratts Bottom, KENT BR6 7SJ

Comment Details

Commenter Type: Local Group

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I write on behalf of the Committee of Pratt's Bottom Residents Association.

The Association remains concerned about the way in which the development is delivered and therefore wishes to object to the application.

The amount of residential development is not large enough to create a truly self sufficient sustainable community, meaning that many residents will inevitably travel away from the site for work, schools, shopping etc. The makeup of the village centre is not clearly specified and there does not appear to be a well-defined mechanism to ensure that appropriate facilities to support the development will be provided. Equally, there is no certainty that the employment floorspace will be provided alongside the residential development or indeed at all. If the above safeguards are not in place, then there is every prospect that the development will simply become a dormitory settlement with little or no employment floorspace, where residents travel away from the site for day to day needs. This will create additional traffic in surrounding communities, including Pratt's Bottom.

The Association notes that the development will be liable for the Community Infrastructure Levy

but this will not address impacts within the London Borough of Bromley. Pratt's Bottom Primary School is a popular school and may well be full by the time this development takes place and there is intense pressure on secondary school places in Bromley. There is also intense pressure pressures on hospital and healthcare services which will be increased by this development. The Association is particularly concerned about the proposal to use the Star Hill access, as this will inevitably create additional traffic in Pratt's Bottom. Speeding vehicles are a persistent problem in the village and the additional traffic generated by the development will make matters worse.

The application states that it is anticipated that the Star Hill access will be a secondary one but there is no mechanism in place to deliver this vague and unfounded aspiration. There are no traffic restraint measures indicated within the site that seek to limit use of the Star Hill access and the indicative layout is such that there would be no disincentive to use the Polhill access in preference to the Star Hill one.

The Association requests that the Star Hill access be restricted to emergency vehicles only, so as to minimise impacts on Pratt's Bottom village.

In summary, Pratt's Bottom Residents Association objects to the current application because there are insufficient mechanisms in place to ensure that the development would be a truly sustainable one, capable of meeting its own needs, nor to prevent adverse traffic impacts on Pratt's Bottom.

Alec Lauder

Pratt's Bottom Residents Association