

Planning Comments

From: Alison [REDACTED]
Sent: 18 November 2019 12:50
To: Planning Comments
Subject: Re: Revised planning application for Fort Halstead

Categories: Orange Category

Thank you
My address is
Hamilton
Old London Road
TN14 7JR

Sent from my iPad

On 18 Nov 2019, at 12:17, Planning Comments <planning.comments@sevenoaks.gov.uk> wrote:

Dear Ms Tanner,

Thank you for your email.

In order for us to record your comments, I'd be grateful if you would supply your full postal address.

Kind regards
Peter

Peter Bareford
Administrative Assistant
Development Management
Sevenoaks District Council | Council Offices | Argyle Road | Sevenoaks | Kent | TN13 1HG

Tel: 01732 227000

www.sevenoaks.gov.uk

Please note our office hours are as follows; Monday – Thursday 08:45 – 17:00 Friday 08:45 – 16:45

From: Alison [REDACTED]
Sent: 16 November 2019 22:38
To: Planning Comments <planning.comments@sevenoaks.gov.uk>
Subject: Revised planning application for Fort Halstead

Planning Department
Sevenoaks District Council
Argyle Road
Sevenoaks, Kent
TN13 1HG

Subject: Revised planning application for Fort Halstead,

Dear Sir/Madam

As a resident of Knockholt village I am writing to express my concerns about the proposed development at Fort Halstead.

As a parent of children in their twenties struggling to get on the housing ladder in the south east I am fully behind developing brownfield sites such as the Fort, but believe that any such development should have as limited impact on the existing local area as possible, to prevent urban sprawl.

The proposals indicate a development which will ultimately exceed the sizes of the local population and yet do not include the car parking spaces, road access, public transport links, shopping, health and education facilities that such a development would demand.

I understand that over half of these proposed houses have a density of 45 to 60 dwellings per hectare (dph), while roughly a quarter are at 50 to 60dph. Many are planned to be three storeys high and with a lack of public transport the car density will undoubtedly exceed the limited parking facilities planned.

As researched and presented in the Knockholt society objection to the plan, our area has hardly any public transport left. Recently, one of only two bus services via Knockholt was axed. As for train services Knockholt station is 2.5 miles from the village and has very limited parking capacity. We are an area with a population living in Kent's highest village—cycling for most people is out of the question. Additionally the Sevenoaks Rail Travellers Association has advised that services are already configured for a maximum of 10 coaches while the Kent Route Study shows there is no capacity for any extra trains on the congested local lines into London.

With poor transport links, residents today are forced to rely heavily on cars. If 750 houses are added to Fort Halstead, that will likely see at least 1,500 more cars spilling onto our narrow, rural lanes. Our roads have become increasingly congested and dangerous. When we moved to Knockholt in 1993 the roads were quiet and on the whole the speed limits were observed. Now the village is used as a rat run and vehicles regularly speed through the village.

I fully support all the objections to the opening of the Star Road exit to the development - both during any development for construction vehicles and, subsequent to any development, for any public access. Both Knockholt and Halstead already have issues, compounded by cyclists throughout the week days, but particularly at weekends. Should the entry/exit onto Star Hill Road be allowed for general use, despite Sevenoaks District Council's (SDC) initial pledge not to do so, the traffic impact would be devastating.

It is imperative that the Star Hill Road access remains restricted—emergency services vehicles only.

As for Star Hill itself, it's very steep, narrow, has no pedestrian pavements, has a series of hairpins with no visibility, and over weekends is heavily used by cyclists and cycle clubs as part of the Seven Hills challenge. It has been the scene of several major accidents, including a fatality. Should the (though as said, currently restricted) exit from Fort Halstead onto Star Hill become available for general use, congestion and the accident risk will rise hugely.

Fort Halstead's main exit, onto Polhill Road, is itself a major example of the lack of maintenance.

structural issues with the carriageway over the years have not been addressed with the result that downhill carriageway width has been cut in half.

Turning to local services, shops, schools, medical facilities, and the under-developed infrastructure will be overwhelmed by this small town-sized development.

SDC's original excuse in its U-turn on approving 450 houses in 2015 was that the scheme would 'Employment Led.' Should the new proposal include more work based centres - healthcare, education, small business sites, I could see a justification for this claim, but as the original hotel application no longer included and there do not appear to be any further employment led development plans, I think the claim is not applicable.

In their letter, The Knockholt Society also pointed out that this is a Green Belt site with large swales, ancient woodland and grazing land. There's also a question mark over contamination at certain areas used by Ministry of Defence organisations. All of these are important matters to be addressed before any planning should be granted.

The Knockholt Society quoted the development Government National Planning Policy Framework regarding the Green Belt, stating :

- It should check against unrestricted sprawl of large built-up areas
- Prevent neighbouring areas merging into one another
- Safeguard the countryside from encroachment.

I do not believe there are 'exceptional circumstances' that should allow Fort Halstead to breach the aims with the current plans. They don't reflect the needs of a 'new' community and the existing communities do not wish to suffer the consequences of additional developments which don't take into consideration the existing poor infrastructure, public transport and parking currently available.

I would love my children to be able to live locally, but any new development needs to be significant investment in an infrastructure which does not result in overcrowding - both in the proposed new and the existing villages.

I therefore hope that SDC will reject the current application.

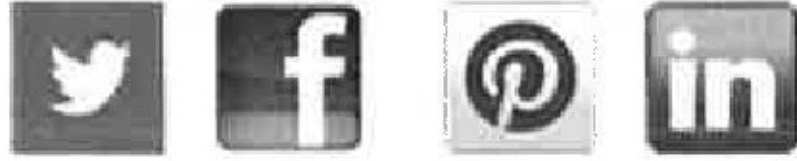
Yours sincerely,

Alison Tanner

Sent from my iPad

Debit/credit card payments for planning applications, pre-application enquiries and Appeals can be made online at our website.

<https://myaccount.sevenoaks.gov.uk/planning-payment/> For all other Planning payment queries please telephone us on 01732 227000 or email planning.information@sevenoaks.gov.uk Our office hours are Monday - Thursday 08:45 -17:00 and Friday 08:45 - 16:45



This email may contain privileged/confidential information. It is intended solely for the person to whom it is addressed. If you are not the intended recipient you may not copy, deliver or disclose the content of this message to anyone. In such case please destroy/delete the message immediately and notify the sender by reply email. Opinions, conclusions and other information in this message that do not relate to the official business of Sevenoaks District Council shall be understood as neither given nor endorsed by the Council. All email communications sent to or from Sevenoaks District Council may be subject to recording and/or monitoring in accordance with relevant legislation.

How do we [handle your data](#)? Would you like to [unsubscribe from our emails](#)?

Visit the Council at WWW.SEVENOAKS.GOV.UK