

SEVENOAKS DISTRICT COUNCIL
PARISH /TOWN COUNCIL PLANNING APPLICATION
CONSULTATION RESPONSE

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| Reference : | SE / 19 / 02616 / OUT |
| Site : | Former Broke Hill Golf Course, Sevenoaks Road, Halstead, Kent TN14 7HR |
| Proposal : | Outline application for residential development |
| <input type="checkbox"/> Support: | |
| <input checked="" type="checkbox"/> Objection and Reasons: | <p>Badgers Mount Parish Council strongly opposes the application to build on the former Broke Hill Golf Course for the following reasons.</p> <p>1. <u>Green Belt</u> – The proposal is inappropriate development in the Green Belt, which is why the site was not included in the Sevenoaks Local Plan. No exceptional circumstances have been given to justify this application. The entire area is part of the Metropolitan Green Belt, the primary aims of which are to prevent urban sprawl, prevent neighbouring areas merging into one another and safeguard the countryside from encroachment. If the site is developed as proposed, it would do the opposite and create urban sprawl by eliminating the gap between the rural villages of north Sevenoaks and the London Borough of Bromley which would be merged into one large conurbation. Such a large development would have a serious detrimental visual impact on the tranquil area.</p> <p>2. <u>Transport</u> – The documents state that “there are no highway capacity issues” in the area. This may be so for London Road immediately adjacent to the site, but everyone in the area knows that roads only slightly further away are already severely congested, particularly during the rush hour periods. In the mornings it is normal for traffic to crawl from just after Hewitts Roundabout at the end of the M25 Junction 4 spur road all the way into Bromley on the A21 and to Croydon on the A232 after leaving the A21 at Locks Bottom. Bus services are poor. The only bus passing the site is the 431 which only offers a two hourly service each way during the morning and early afternoon with none at the times people would need to travel to work or at weekends. Although close to Knockholt train station, there is negligible spare capacity on the existing trains for large numbers of extra passengers as the existing trains are already fairly full when they get to Knockholt station, the increases would have a knock-on to all stations along the line into London such as Chelsfield and Orpington. There is no capacity for additional trains at the London terminals where any slight delay to one train quickly escalates into significant delays to most other trains for some hours. Knockholt</p> |

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| | <p>is the last zone 6 station from London and already attracts commuters from further into Kent who can drive to Knockholt and then use Oyster cards. Having a large car park close to the station will only attract more of these commuters. The existing combination of tunnels, deep cuttings and high embankments would preclude, or make exceedingly expensive, any widening of the existing track which only has one line in each direction. Because of the poor public transport provision, residents of the proposed development will need to use cars for commuting and everyday transport requirements thus significantly increasing the number of vehicles using the roads. This will also mean that most dwellings will need at least 2 cars. Space for parking these cars must be within the curtilage of each dwelling, not on the roads. The large number of additional vehicles will add significantly to the existing pollution levels in the area.</p> <p>3. <u>Medical</u> – Medical services in the north west Kent and south east London area are already severely stretched with long waiting times for routine GP and hospital appointments. The addition of 2,500 to 3,000 extra residents would cause an even greater problem as the country doesn't have the doctors etc necessary even if a surgery is built.</p> <p>4. <u>Utilities</u> – The utility infrastructure was designed many decades ago for the then anticipated population of the area which has already generally been exceeded. They cannot cope with the large increase resulting from this proposal.</p> <p>5. <u>Sports</u> – Provision of sports facilities should only be for the immediately neighbouring residents, not for long established clubs to relocate to from their existing facilities much further away. The proposed facilities will add significant additional traffic to the area. If the pitches are to be floodlit there will be additional light pollution.</p> <p>6. <u>Ecology</u> – The proposed development will seriously affect the flora, fauna, ecological and biodiversity of a wide area. There are areas of designated ancient woodland within the site which it appears will be destroyed by the proposal. The site is used by a wide variety of wildlife whose movement corridors will be disrupted by the development.</p> |
| <input type="checkbox"/> No objection <input type="checkbox"/> No comment: | |
| Further Comments: | The "official" description of the proposed development is misleading in just stating 850 dwellings plus an area of "retirement living". The documents state that the retirement living area will have 180 dwellings taking the total to 1030 which should have been stated. Many people will not appreciate the true magnitude of the total proposal. |
| FROM: | Badgers Mount Parish Council |
| DATE: | 23 October 2019 |