



**Late Observations Sheet  
DEVELOPMENT CONTROL COMMITTEE  
07 July 2021 at 7.00 pm**

**Late Observations**

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DEVELOPMENT CONTROL COMMITTEE

Wednesday 07 July 2021

LATE OBSERVATION SHEET

4.1 19/05000/HYB - DSTL Fort Halstead, Crow Drive, Halstead, Sevenoaks KENT TN14 7BU

Amendment to Recommendation A Part b) (for Section 106 Agreement)

To add the words “Except to the extent that the Deputy Chief Executive and Chief Officer for Planning and Regulatory Services is satisfied that the requirements are secured through the conditions.”

Additional Condition

55. For each phase of the submission of the reserved matters, the details submitted shall include a noise report indicating how noise levels from any part of the site occupied by Qinetiq can be addressed so that noise levels do not exceed 55dba in the outdoor amenity areas across the site. No development shall be carried out otherwise than in accordance with the approved details.

*Reason: To conserve and enhance the natural beauty of the Kent Downs AONB, and to protect the amenity of future users and occupiers of the site, including residents, to comply with policies EN5 and EN2 of the Sevenoaks ADMP.*

Amended Conditions

Amendment to Condition 10 to correct drawing reference numbers:

10. The area of the Detailed Permission (defined by plan 00556I\_S01 Rev.P3 as ‘Detailed Planning Application boundary’) shall be carried out in accordance with the following approved plans: 00556J\_MP\_: S01 Rev.P1, S02 Rev.P1, S03 Rev.P1, S04 Rev.P1, 6699\_101i. 00556J\_Q14-13\_: S07 Rev.P1, S08 Rev.P1, S09 Rev.P1, S10 Rev.P1, S11 Rev.P1, S12 Rev.P1, S13 Rev.P1, S14 Rev.P1, S15 Rev.P1, S16 Rev.P1, S17 Rev.P1, S19 Rev.P2.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

Amendment to Condition 14 to amend reference to Condition 12 to Condition 13.

Amendment to Condition 44 to correct references to use classes:

44. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended and the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, (or any order

## Supplementary Information

revoking, re-enacting or modifying that Order), all buildings and units occupied for commercial uses (all uses other than C3) within the development shall be used only for the purposes described in this application comprising uses falling within the Use Classes Order 1987 (as amended) prior to 1 September 2020, being A1, A3, A4, A5, B1a, D1 and D2 for the uses falling within the village centre, and use classes B1a/b/c for the business space. Those buildings shall only be used for those uses for which they are first occupied and will not benefit from use class permitted development subsequently.

*Reason: To ensure delivery of a mixed use village centre and the delivery of appropriate employment uses on the site, and to protect highway safety, to comply with policies SP1 of the Core Strategy and EMP3 of the ADMP.*

Amendment to Condition 30, to add the following reason for the condition:

*Reason: To protect highway and pedestrian safety during the construction phases, to comply with policy EN1 of the ADMP and the NPPF.*

Amendment to Condition 45, to amend the reason for the condition as follows:

*Reason: To ensure protection of the ancient woodland, protected trees and habitats on the site, and to ensure that future development conserves and enhances the special landscape character of the AONB and the setting of the designated heritage assets, to comply with policies SP1 and SP11 of the Core Strategy and EN4 and EN5 of the ADMP.*

### Update to Planning History

On 28<sup>th</sup> June 2021 a full planning application was validated from QinetiQ for land comprising only the X-Enclave (reference 21/01935/FUL). The description of development is as follows:

“Works to the proposed QinetiQ enclave comprising the erection of perimeter security fence, erection of a new reception building, creation of a new main site entrance along Crow Drive, refurbishment of existing buildings including plant installation, creation of a new surface level car park and access, installation of two new explosive magazine stores and surrounding pendine block walls, demolition of existing buildings, installation of 6no. Storage containers, installation of new site utilities, landscaping and ecological works.”

This sits within the site boundary of the wider Fort Halstead application. The wider Fort Halstead application includes illustrative proposals identifying Qinetiq’s X Enclave in outline only. However, this new application seeks detailed permission for their own works which could be carried out independently of the wider Fort Halstead application. The application has been prepared in consultation with the planning consultants for the wider Fort Halstead application to ensure compliance and consistency. The application is currently within its public consultation period.

### Late Representations

The following late representations have been received up to the time of preparing this paper:

One additional representation has been received from an address that has already responded to the application. The concerns raised relate to the inadequacy of local infrastructure including water, increase in cars, increase street lighting, cumulative impacts on the character of the area from other developments. These issues are addressed in the main report.

Additional comments have been received from Knockholt Parish Council, they relate to issues including existing settlement sizes in the area and the need for development to be proportionate in size to existing settlements, need to support sustainable communities, high density, and inadequate infrastructure.

Response: These matters are addressed within the report. Paragraph 122 of the NPPF requires that decisions support development that make efficient use of land taking into account matters including housing need and availability of land, capacity of infrastructure and services and the desirability of maintaining an area's prevailing character and setting. Paragraph 123 also states that where there is an existing shortage of land for meeting identified housing needs, it is especially important that decisions and policies avoid homes being built at low densities to ensure that developments make optimal use of the potential of each site. It is considered that the development achieves the aims of paragraphs 122 and 123 for the reasons explained within the report.

Comments from Campaign to Protect Rural England (CPRE), raising issues relating to harm to the AONB through conflict with the neighbouring settlements and light pollution; harm to the Green Belt as the wider area is strongly performing Green Belt; unsustainable location and inadequate road and rail links.

Response: Issues relating to AONB impacts are discussed at paragraphs 707 to 767 and this includes discussion of the proposals against the objectives of the AONB Management Plans. Green Belt issues are discussed from paragraph 607 and the proposals are concluded to be appropriate development in the Green Belt. The sustainability of the site location and its links to public transport are discussed from paragraph 794 of the Officers Report.

### Report Corrections

Para 44-

The site is not partly within an Air Quality Management Area.

Para 46-

The first consultation was undertaken in October 2019, not 2010.

Para 603-

## Supplementary Information

The affordable housing contribution is not less than secured in 2015. The development would deliver the same 20% contribution and this would equate to a greater number of units within a development of 635 units compared to 450 units.

Para 728-

The report should state this is a woodland TPO, rather than a blanket TPO.

### Additional Information

The applicant has submitted some additional information to clarify the impact of the development on the traffic movements through Knockholt.

The information compares traffic flows through Knockholt from the proposed development with the scenario of the lawful development certificate (as described at paragraph 787). It indicates that the proposed development would result in less traffic movements through Knockholt than the lawful development scenario, with the exception of 4 more movements departing the site between 8am and 9am and 5 more movements arriving at the site between 5pm and 6pm.

In summary this information suggests that there would not be a severe impact on the road network and the proposals would comply with the NPPF test. This information should be read in connection with paragraphs 785 to 793 of the Officer's Report.