



DESIGN & ACCESS STATEMENT

Hawthorns,
Danaway,
Sittingbourne,
Kent

ME9 7QA

Job no. 2470

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Fig .1. Site location

1.0 Site location

1.1 The Application site lies on the East side of the Old Maidstone Road that runs south from Sittingbourne to Maidstone. The road has been superseded by the A249 to the North West which is the main arterial connection from The Isle of Sheppey to the M20 and Maidstone.

1.2 The site is at the southern edge of the Village of Danaway which is a longitudinal village that stretches along the old road and sits in a valley that runs approximately NE to SW. Of note is that Swale Borough Councils Settlement Hierarchy Study document Draft report dated August 2020 states that the village has no built-up area boundaries.



Fig .2. Aerial view of site

2.0 Site context

2.1 The village is generally within an open countryside context. To the West is the A249 (fig 4 orange line), which is a major Dual Carriageway and beyond that is Sittingbourne and Milton Regis Golf Course (fig 4 blue area). Between the site and the A249 is a string of residential plots (fig 4 yellow shading) which are generally detached dwellings in wide gardens.

2.2 Development stops in this location to the south with the existence of an old and unused Petrol Station on the Western side of the Maidstone Rd. On the Eastern Side of the road the application site is the last in a string of residential sites along the Maidstone Road. It is noteworthy that its location is overlapped on the eastern side of the Maidstone Road by two more residential plots (Woodlands and Gleneagles) so that it can be seen that with the two residential sites and the old Petrol Station that development continues to the south past the application site by some 87 metres which is a little less than the length of the application site (96m). See Fig 3.



Fig .3. Site



Fig .4. Site

2.3 To the immediate East the land use is farming and open space. As above the site slopes up as it proceeds east from Maidstone road and by around 6 degrees (very approx.) (see Fig 5 green area)

2.4 To the north the context is dominated by the Maidstone road (see Fig 5 red dotted line) as it passes through Danaway where the overriding characteristic is that of detached dwellings set back by varying degrees from the pavement with wide gardens. See Fig 6.

2.5 The character slightly differs from the East side to the West side of the road. To the East the houses are often set back from the pavement by around 40 metres and have large front drives but also smaller rear gardens (in depth) whereas to the East side the houses are closer to the pavement edge (around 13m) with deeper back gardens. The ribbon of dwellings run out on the Western side of Maidstone Road, as it proceeds North) just before the junction with Wormdale Road where after that generally woods occupy the eastern side of Maidstone Road. Whereas to the Eastern side of the road the ribbon of houses continues to Danaway "centre" some 0.65 Km to the North of the site. See Fig 7.

2.6 To the south the Maidstone Rd passes through open countryside to the East and West. The M2 (fig 5 blue line) dominates the Southern views so that Danaway and this location effectively has a "bookend" visually and spatially containing the southern end of Danaway. See following page.

2.7 Therefore the overall characteristic of the site is that it is part of the ribbon of development (see yellow shading at fig 5) along both sides of the old Maidstone Rd and is effectively read within the sub-urban domestic feel of the locality and not separate from it.

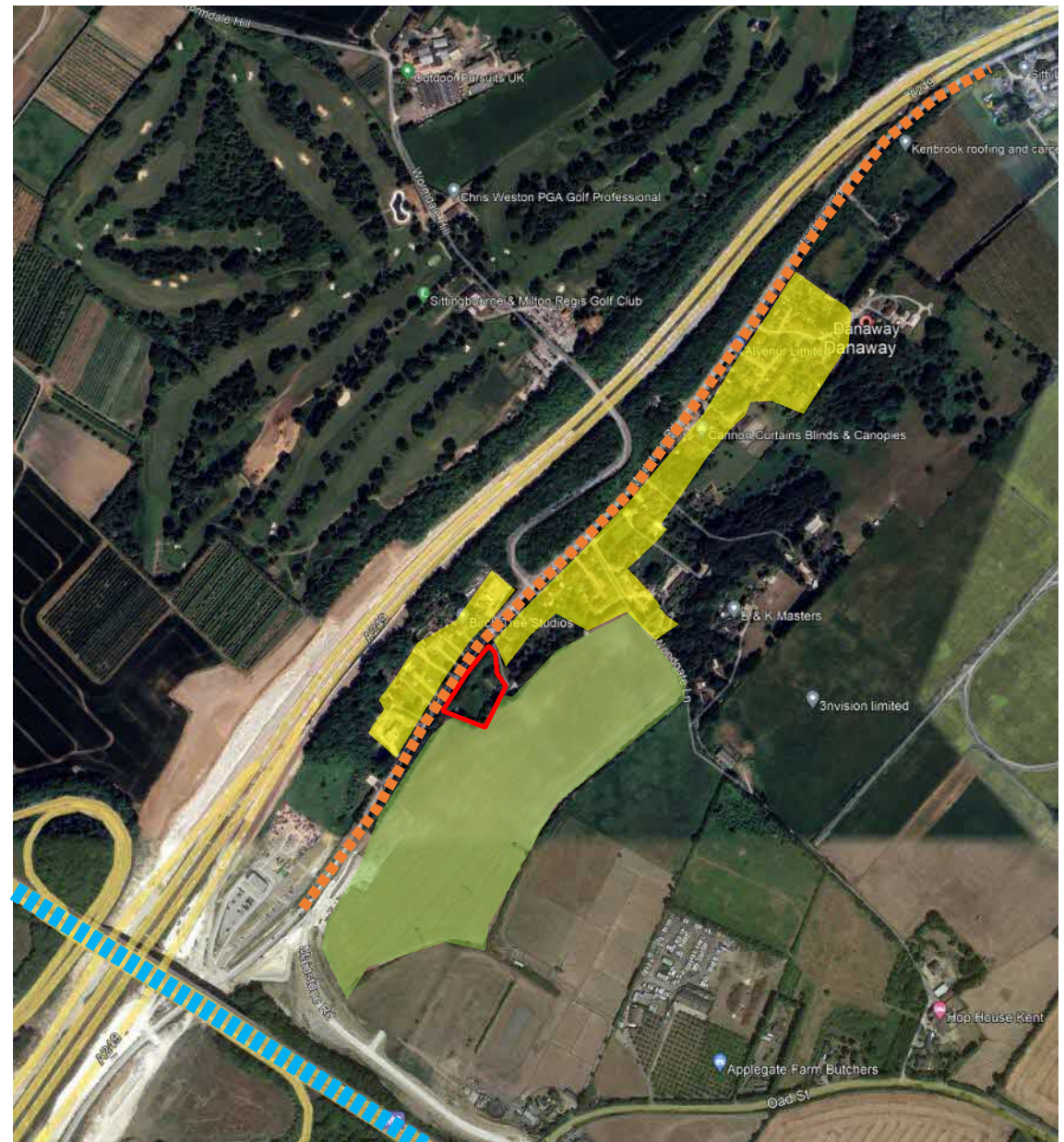


Fig .5. Site



View to the South showing M2 bridge acting as a spatial “bookend” to this part of Maidstone Road.



Fig .6. Typical dwellings to the E of Maidstone Rd



Fig .7. Typical dwellings to the W of Maidstone Rd.

3.0 Existing House and site

3.1 Hawthorns is a detached dwelling to the North of the application site. It comprises a two storey dwelling under a simple pitched roof with a single storey porch to the front and a single storey extension to the rear. The house has a spacious in and out driveway to the front and an ample garden to the rear which is around 35 metres deep and widens to around 38metres to the Eastern boundary. See Figs 8 & 9.

3.2 The plot contains vehicular access to the outbuildings to the rear of the property and the eastern boundary.

3.3 The plot also contains a large and open area of land to the south that is the subject of this pre-app. This area of land is mainly grass but contains a variety of outbuildings, hard standing, fencing and green houses(s). As above it slopes down from the Eastern boundary to the Maidstone Rd to the West.

3.4 The external facing boundaries of the site are heavily wooded. The main wooded boundaries are set out in D Archer Assoc Arb Report as:-
G1 – is on the Western boundary between the site and the road. This is a line of predominantly Ash trees with dense ivy. The screen also contains Field Maple and Hawthorn. This screen is generally around 19m in height with the first branch being around 5m high (on falling ground) and has life stage of mature and a quality category of “B” which is of moderate quality and value which is likely to make significant contribution for 20 years.
G2 – This is to the southern border of the site and is a group of predominantly Field Maples. They have a height of 10m and 1st branch is around 2m from ground. The life stage and quality are as at G1.
G3 – This is the majority of the screen to the Eastern boundary. This is a group of smaller trees and shrubs that are around 7m high with foliage all the way to the ground. The screen has a quality category of C which is lower quality.



Fig .8 . Hawthorns front elevation



Fig .9. Hawthorns rear elevation

3.5 In addition there are 3 notable tree groups on the site, one to the North of Eastern Boundary contain trees T1 – T13 all of which are low quality, low physiology or low structure. In the north and centre of the site is a tree group of trees T17 – 22. Most of these are low quality (except T22). The final group is to the north of the Eastern border which contains trees T14 – 16. These are all Category “C” – of low quality.

3.6 The site is therefore heavily screened on the West, East and South and is open to the North.

3.7 An extended Phase 1 Habitat Survey has been undertaken of the site by Animal Ecology & Wildlife Consultants Ltd. The survey recommended the retention of the majority of the deciduous tree screen (called G1-3 above) as this is found to have the highest ecological value on the site. The survey recommends that access be provided to the site by forming a single break in this screen.

3.8 The survey found there was the possibility of Dormouse and Badger activity but in the case of the latter this had limited potential due to the nature of the surrounding habitat.

3.9 Further surveys have been instructed for Badgers, Bats, Reptiles. In addition a Dormouse mitigation strategy will be developed and consideration of hedgehogs during construction and boundary designs. Nesting and Breeding Birds will also be preserved and protected if found during any works including site clearance.

3.10 The survey also found that there were no plant species of note on the site. It did also record that three-cornered leek was present in Screen G2 and its spread should be contained.

Tree Group 1

Screen G1

Tree Group 2

Tree 22

Tree Group 3

Screen G2

Screen G3

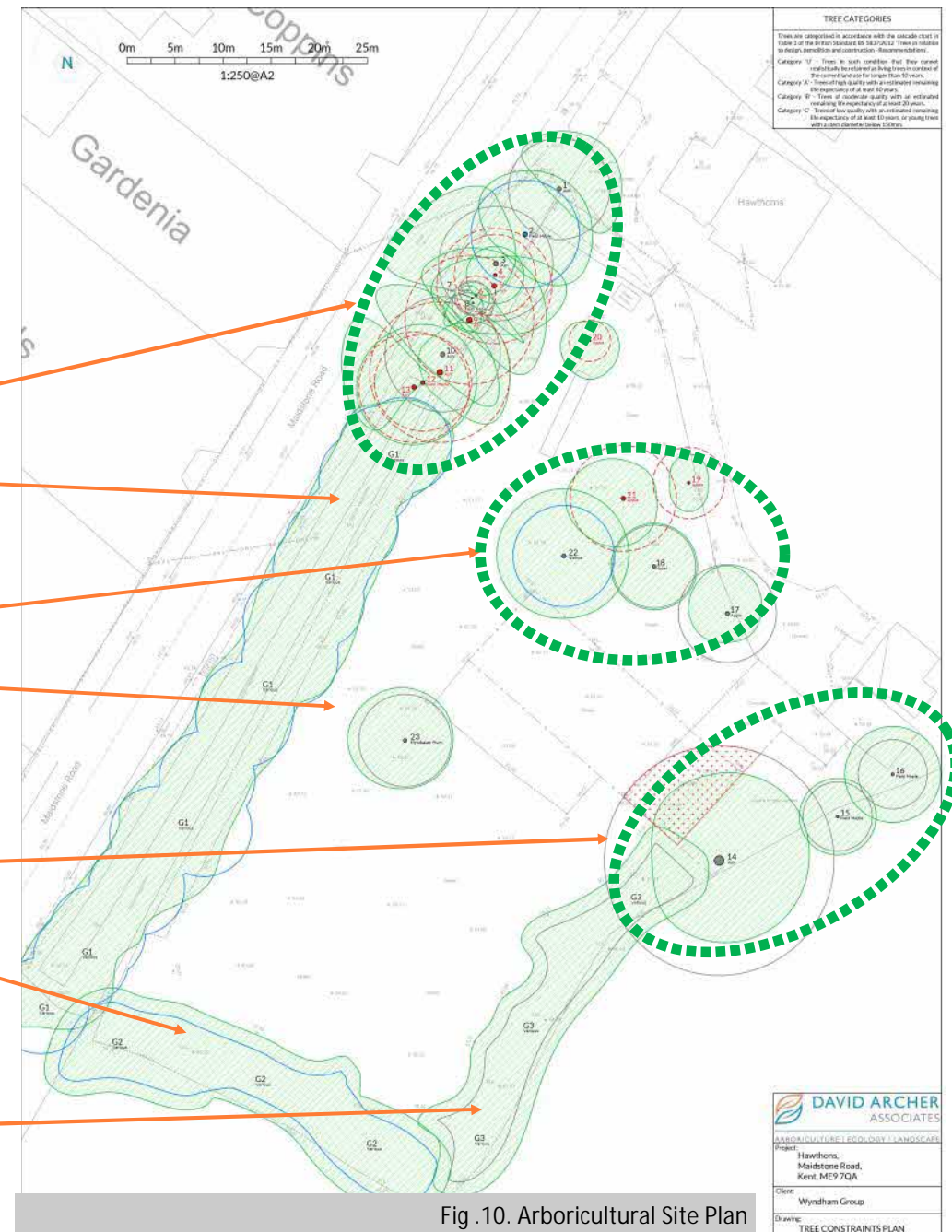


Fig .10. Arboricultural Site Plan



Fig .11. View on site looking North towards Hawthorns



Fig .12. View on site looking North West towards screen G1



Fig .13. View to side of Hawthorns



Fig .14. View of outbuildings on eastern boundary



Fig .15. View on site looking East



Fig .16. View looking West to site and south along Maidstone Rd

4.0 Pre-app

4.1 A pre-app was prepared and issued to Swale Council in Nov 23. It set out the principle to residentially develop without setting out a specific design proposal and a meeting was held with C Attaway on the 3rd Jan with written advice being issued on the 5th Jan 24.

4.2 For the Pre-app MKA issued a statement that set out the various physical contexts of the site:- Flood Zone, settlement boundary etc. It also set out Policy Framework context and how a site like this site can make a positive contribution to meeting housing requirements.

4.3 The pre-app was a helpful process and brought forward comments from the Planning Officer (PO) which set out the key issues as:-

4.3.1 Principle of Development

The site was considered to be a relatively sustainable location for new housing and worthy of consideration as a possibility to provide towards housing need in the area.

4.3.2 Impact on the character and appearance of the area

The advice noted that the overall condition of the landscape at the site was rated poor and landscape sensitivity rated low. The PO suggested that a low density scheme could be appropriate on the site subject to design and materials etc and that the existing pattern of development in the location should be observed.

4.3.3 Highway safety and parking

Sources of various vehicular and cycle standards were provided as well as outline comments regarding sitelines etc.

4.3.4 Flooding

The PO noted that the Western boundary and northern part of the site falls within Flood Zones 2 & 3. Therefore a Flood Risk Assessment will be needed at the time that a Planning Application is made.

4.3.5 Trees

The PO set out that an Arboricultural statement will be needed and that were possible trees should be retained in new developments.

4.3.6 Ecology and Biodiversity

The PO set out that a 10% Bio Diversity Net Gain will be a mandatory part of developments shortly and that Ecology matters will be scrutinised in future applications.

4.3.7 Living Conditions

The PO set out that consideration of the living conditions of neighbours should be carefully considered when designing a new development. This leads to careful consideration of size, orientation and design of new dwellings. The Governments minimum standards should be referenced. Matters such as garden size, overshadowing, distance between buildings and side windows etc should all form part of the design process.

4.3.8 Land contamination

The PO set out that a contamination condition is likely to be attached to any consent that may come forward.

4.3.9 Sustainable Design and construction

The PO set out that a sustainability condition will be attached to any consent that may come forward that will require a 50% reduction in carbon emission.

4.4 In conclusion the pre-app stated that the residential development conflicts with planning policy on this site but the lack of a 5 year housing supply means that NPPF 11d) would come into play which supports the use of under-utilised land especially where it meets identified housing needs.

5.0 Pre-app 2

5.1 Following the first pre-app a design scheme was developed to show a proposal. The pre-app scheme set out that the site was of sufficient size that it could easily accommodate a 6 unit scheme (see Fig 18 & 20) however following the discussions in the first pre-app a scheme of four unit was proposed (see Fig 19 & 21).

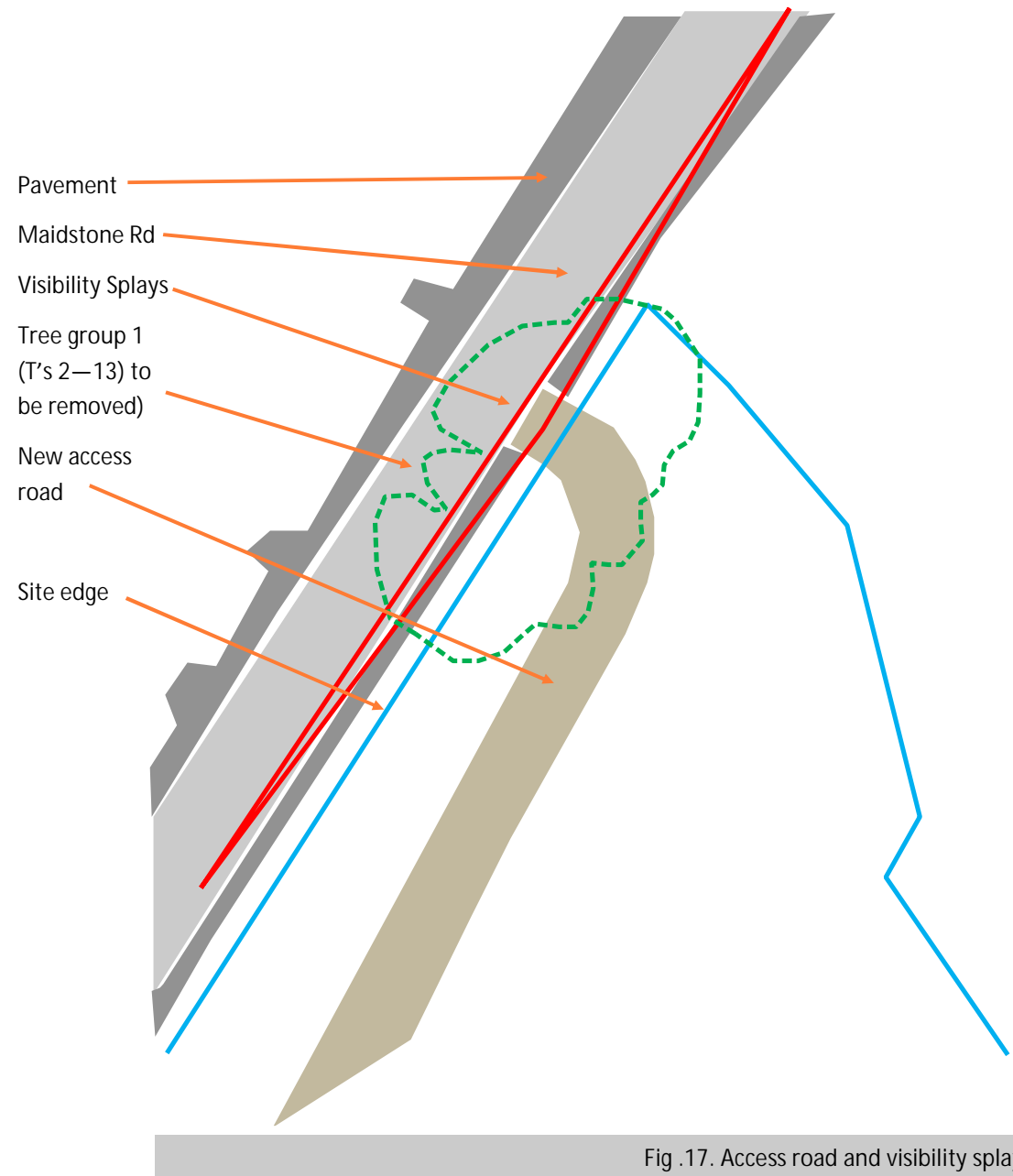
5.2 A new access way was proposed on the North Western corner of the site. This would be achieved by removing 11 trees that form a grouping in this location and which are part of a much large belt of trees on the Western side of the site and beyond. This location would allow the required vehicle splays to be achieved and therefore safe ingress and egress to the site. The single new access would then allow a new access road to be proposed inside the site to provide access to each house and a turning head to the south. The access road would also include a pedestrian pathway. See Fig 17.

5.3 The pre-app design scheme then proposed a buffer strip be formed between the path and the front of the dwellings to provide for car parking and to provide a semi private buffer between the public realm and private realm. Into this zone would be planting, landscaping, bin stores, car parking and the like all of which serve to soften the effect of the front elevations in the landscape. (see Fig 19)

5.4 The second pre-app proposed 4 new detached houses. The northern most one had a plan that differs from that of the southern 3 houses due to site constraints. (see Fig 19)

5.5 All four houses were traditional in appearance using a mixture of facing brick, timber cladding and plane tile roofing.

5.6 The Pre-app response was generally supportive, it was stated that a 4 unit scheme was too intensive but that a 3 unit scheme would be more supportable. The design and layout of the proposals was supported. The vehicular access and the tree removal needed was supported and the house types and Architectural appearance was also supported.



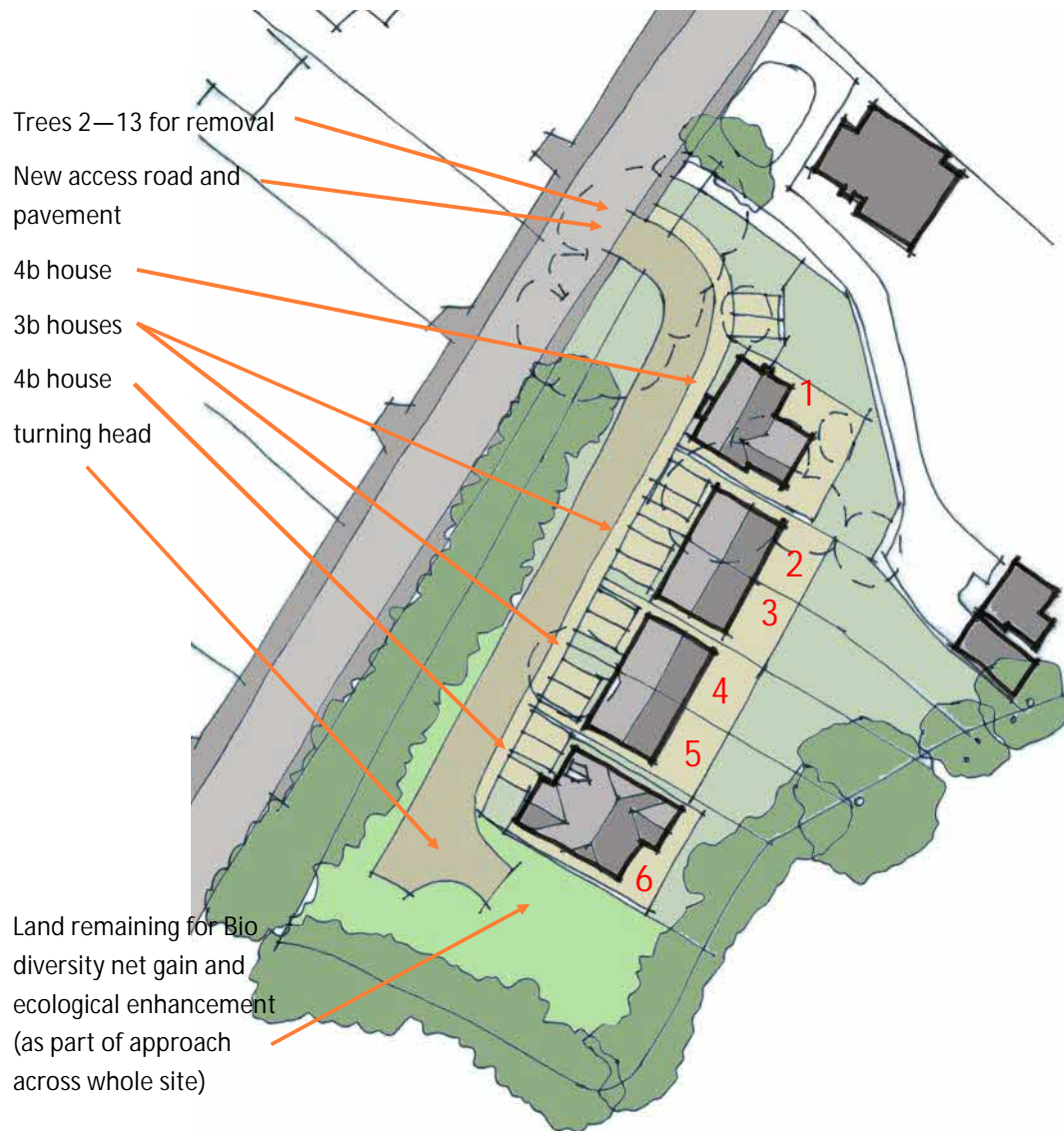


Fig .18. 6 Unit scheme



Fig .19. 4 Unit scheme



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Fig .20. 4 Unit scheme—figure ground diagram showing pattern of development in context



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Fig .21. 4 Unit scheme—figure ground diagram showing pattern of development in context

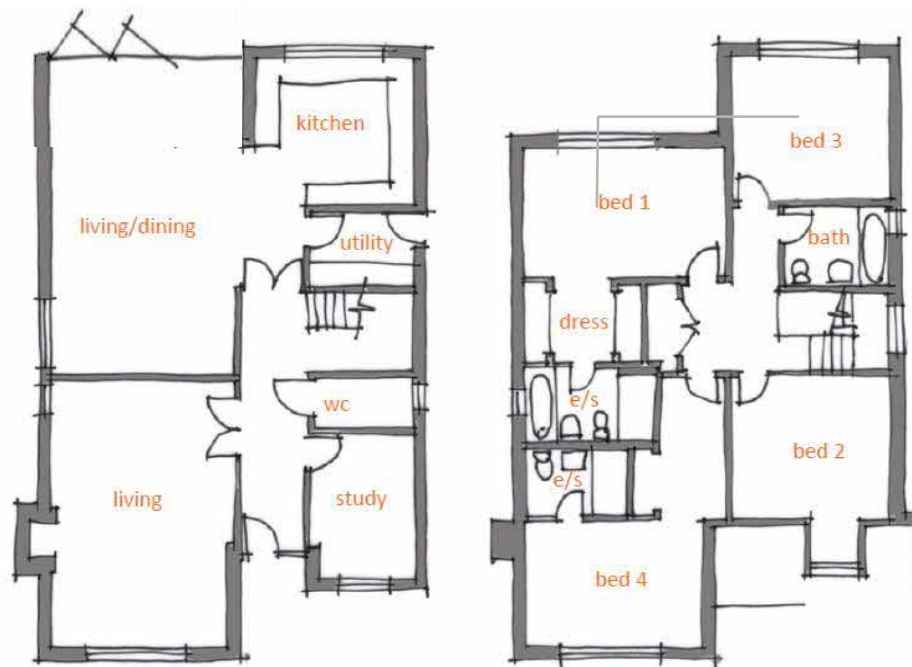


Kitchen/fam/ dining room	27m ²
Dining	11m ²
Living	21m ²
Bed 1	13m ²
Bed 2	11m ²
Bed 3	10m ²
Bed 4	6.5m ²
Total	170m ²

Draft 4b House Type 1—plans and front elevation



Fig .22. 4 bed house—Unit 1—plans and front elevation



Kitchen	15m2
Dining/ Fami-	37m2
Living	29m2
Study	9m2
Bed 1	16m2
Bed 2	14m2
Bed 3	14m2
Bed 4	13m2
Total	224m2

Draft 4b House Type 2—plans and front elevation



Fig .23. 4 bed house—Units 2-4—plans and front elevation

5.7 The Pre-app did raise a technical issue of the impact of the 5 year housing land supply. In the first pre-app the Planning Officer (PO) had stated that Swale had not met their 5YHLS and therefore that site would be viewed against paragraph 11d of the NPPF where development proposals should be viewed favourably unless they threaten areas or assets or where permission would be outweighed by harm. Given this and that the PO considered the site to be in a relatively sustainable location there was support for the proposals. However, since the first pre-app and in time for the second pre-app Swale have considered their 5YHLS supply target to have been met which led to the PO considering that there then lay an in-principle objection to the proposals. However Swales position on 5YHLS has been challenged and overruled by the Planning Inspectorate in an appeal decision and the PO state that at the time of the second Pre-app Swale were considering their position. Currently Swales website states that they cannot demonstrate having met the 5YHLS target and that their figures are that they have a 4.1 year supply of housing. Please refer to Emery Plannings briefing note on the matter.

5.8 Therefore at the time of the second Pre-app the PO advised broad support for the proposals if the number of houses was reduced to 3 but against the background of in-principle objection. The in-principle objection has been overcome as above and the number of proposed units reduced to 3 as follows.

5.9 In addition to the above the PO, at the time of the second Pre-app also recommended that Kent Highways be approached by way of a pre-app to bring forward the vehicular proposals for comment prior to a formal application being submitted. See as follows.

6.1 An additional pre-app was prepared and submitted to Kent Highways as recommended in the second Pre-app. It presented background information about the site and location together with a 3 unit scheme showing site plan (see Fig 24), disposition of buildings, proposed parking arrangements, access road and foot path arrangements and the design of the new vehicular access to Maidstone road (see Fig 17) together with site lines and an explanation of tree removal in the vicinity.

Site at Hawthorns, Danaway, Sittingbourne, Kent ME9 7QA

7.0 Proposals

7.1 The site is substantial in its size being around 95m long and 57m wide (varies) with an area of 3884m² which is 0.9 acre.

5.2 Access has been considered. The Kent Design Guide “making it happen—highways (design standards—residential & industrial) indicate that the appropriate vehicle splays for the access road be $x = 2.4m$ (x being the distance from the road edge back along the access road) and $y = 45m$ (y being the distance in each direction from the access point). The x and y create a triangle of visibility for a road user as they seek to junction between the access road and the main road. Fig 17 shows that the vehicle splays are forward of the trunk line of Tree Group 1. In addition the D Archer Tree survey shows that Trees 2—13 all have their first branch well above ground level, the lowest being 2m. However the proposal is to remove these trees in the tree group aside from Tree 1. Therefore the vehicle splays will be unencumbered by trees or other features. See Fig 17. The pre-app to Kent Highways has verified this arrangement and proposal as above.

7.3 The FRA sets out that the Western/ North side of the site is within Flood Zones 2 & 3. This area is actually part of the road beside the site and the FRA sets out that based on EA Historic and Recorded Historic Flood Extents map that there is no record of historical flooding on the site. The owners of Hawthorns, have been on the site for 27 years, and have also not experienced an instance of flooding. Furthermore the FRA sets out that the Flood Map provided by the EA is not likely to be detailed enough to be utilised within site specific FRA's. The zoning indicated is therefore likely to be generic. 4.19 of the FRA sets out that the site is located within a “very low” risk of flooding area but that the neighbouring road is in an area of flooding risk. Paragraph 5.8 of the FRA sets out that the road immediately north and south along Maidstone Rd would have a RoFSW (risk of flooding from surface water) of “medium” risk hazard which means that the road outside the site would likely be dry but that the surrounding areas may not. However the FRA also points out that the site itself will be Flood Zone 1 and that the houses are on rising topography and therefore residents can remain in their homes and be unaffected by any flood event and that for practical and common sense reasons the whole site should really be considered to be Flood Zone 1.

7.4 Further to the above the Arboricultural nature of the site has been considered. As above the site has three large “green” screens described marked as G1-G3 in the Arb report. Each of these screens has a mixture of quality and longevity and contribute to the character of the site and its screening. There is no intention to make any changes to these screens. See Fig 10.

7.5 Also as above there are three tree groups on the site. The first is at the North corner of the site. It contains Trees 1 – 13. These are all Category B, C and U. All of the trees are overly close together which has distorted their growth. The scheme proposes to retain Tree 1 and to remove trees 2-13 so that a new vehicular entrance can be formed on to the site in this location. The removal of the trees will allow proper vehicle splays to be achieved and will mean that G1 screen can remain intact. Where possible new and native tree or hedge species will be planted in the vicinity of the vehicular entrance way and placed to allow safe vehicular entrance and egress from the site. See Figs 10 & 17.

7.6 A new access road will be formed to run along the tree line of G1 on the Western side of the site. This will provide vehicular and pedestrian access to all dwellings on the site. At its southern end it will have a turning head suitable to allow a fire tender to turn and leave the site so that all houses are accessible in the event of fire as required by the Building Regulations.

7.8 At the second Pre-app to Swale a scheme of 4 units was shown and discussed, it was agreed that a lower number of units would better suit the site and therefore this planning application proposes three new detached 4 bedroom houses only on the site. See Fig 24

7.9 The houses will be set back from the new road way to allow a path to be formed beside the road and so that car parking can be provided to the front of each plot. The roadway is 5.5m wide which, together, with the turning head allows all vehicles to enter and exit the site in a forward gear. The creation of a threshold strip to the front of each property also allows each house to have a semi private buffer before the front door in keeping with the pattern of development in the street. See fig 24.

7.10 The Figure Ground diagram at Fig 25 shows that the density of the development is similar to surrounding housing.

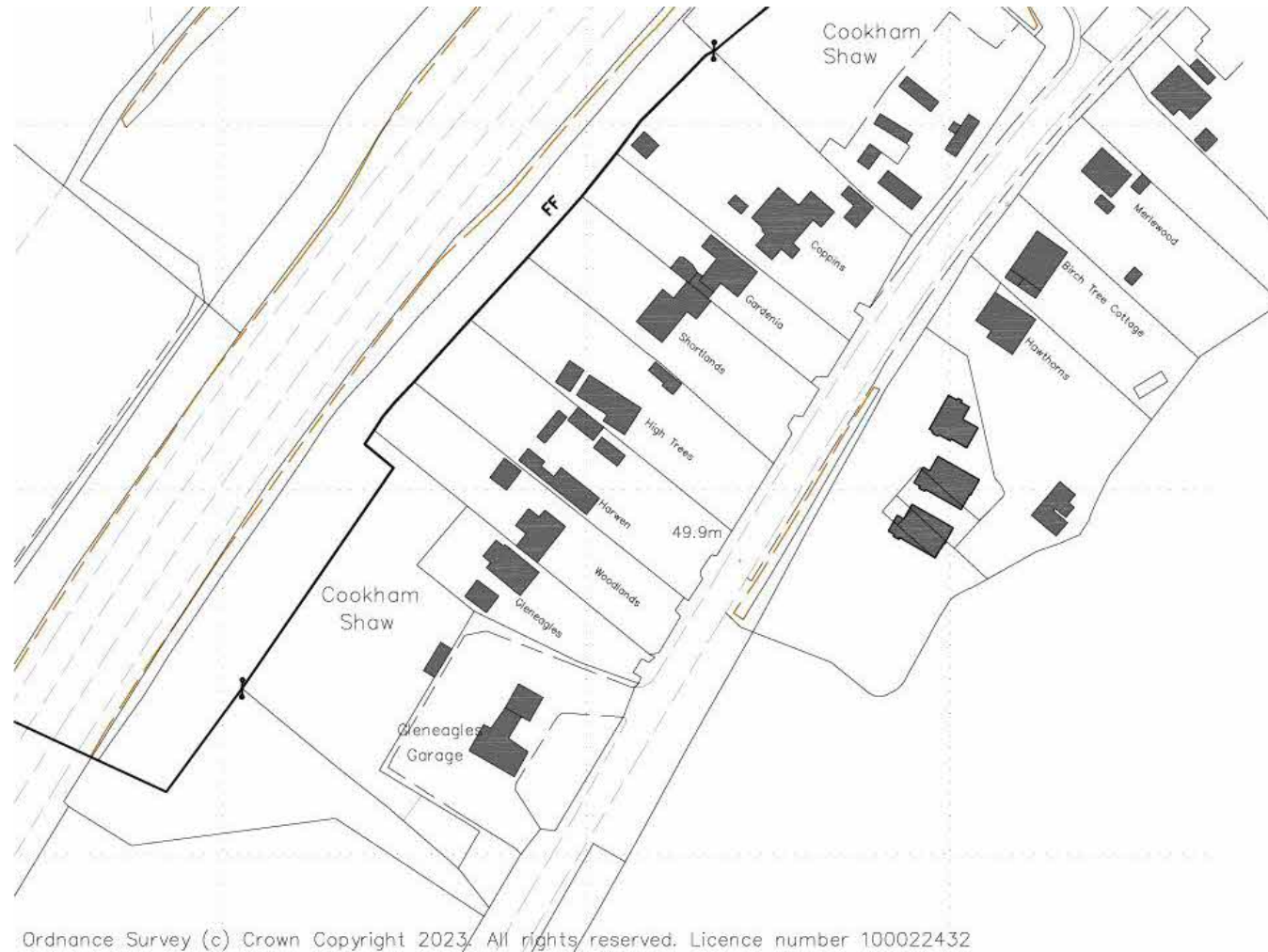


Fig .25. Area plan and Figure ground showing in green extent of development to site (red)

7.11 The plot to the North of the site (Unit 1) has been designed differently. Its been important to maintain spatial distance between Hawthorns and the first new property and therefore this property has been set away from the Northern boundary by a distance of 12.5m. In addition it has been designed so that the elevation that faces Hawthorns is reduced in size by designing an L shaped house. This further reduces the impact on Hawthorns. The garden area to the plot is a sizeable 545 m2. See Figs 24 & 25.

7.12 The 2 other 4 bed detached units have been designed to be traditional in appearance having frontages with a similar width to Hawthorns (which is around 10m wide).

7.13 Each house will be provide with 3 car parking spaces (2.5 x 5m) and each house will be provided with a Mode 3 SMART 7kw output Electric Vehicle Charging point with wifi connectivity, shown yellow on Fig 26.

7.14 Each house will be provide with a garden shed to house 4 bicycles (1 for each bedroom), shown blue on Fig 26.



Fig .26. Proposed Site Plan

7.15 As above the East/ West section of the site shows that the topography slopes down from the east to the west. Therefore, as at Hawthorns, its likely that there will need to be some retaining structure in the gardens. See fig 27.

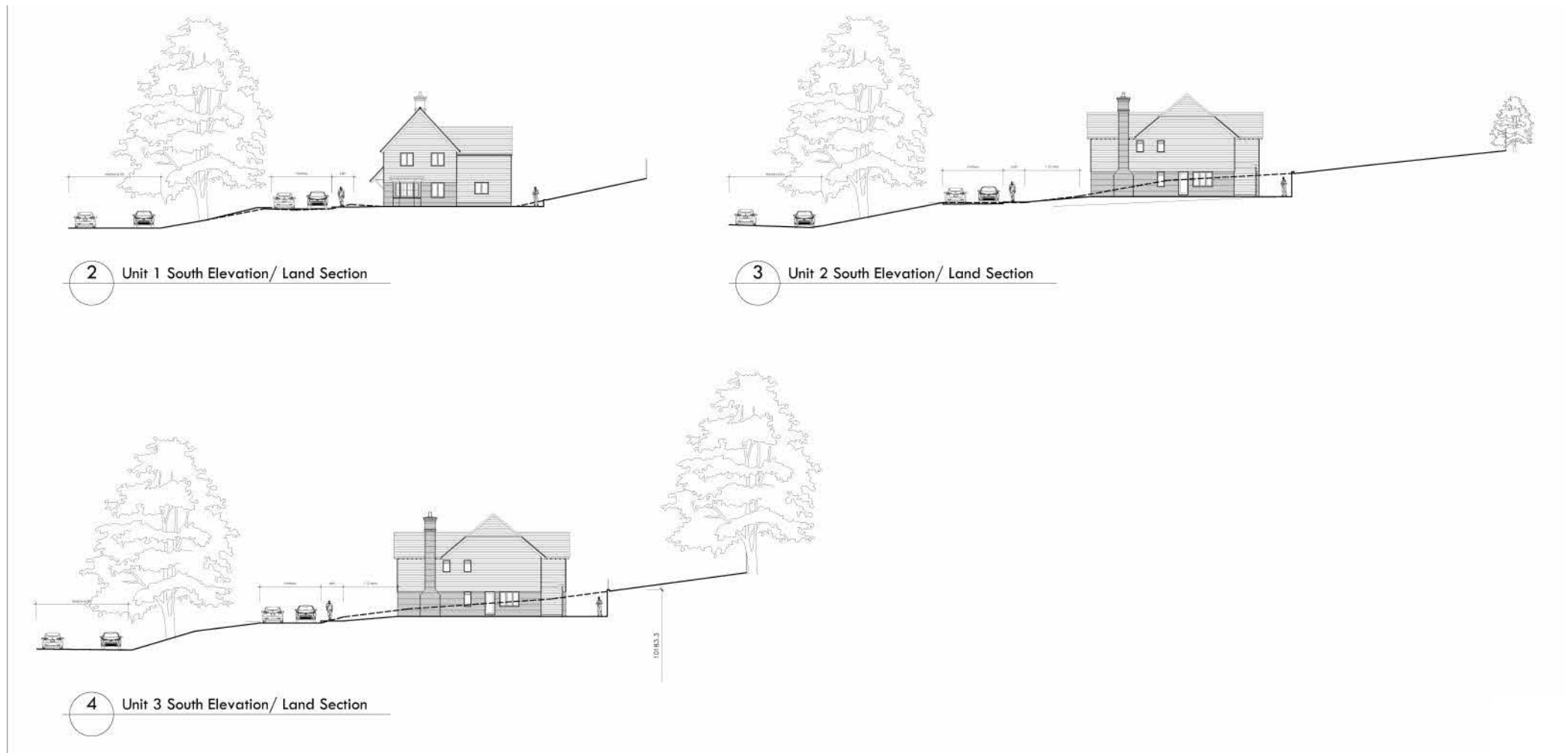


Fig .27. East/ West Sections adjacent to each Unit

7.16 Following on from 7.2 the remaining two tree groups on the site; - the central group contains trees T17 T22. Trees T17 – T21 are Categorized as C or U. Low quality. T 22 is a walnut and is categorized as “B” – of moderate quality but of low value due to its small size and wounded stem. See Fig 10. Therefore the scheme proposes to remove all of these trees. Spatially there is the option to retain Tree 17 and 18 but T17 is marked as Hazardous and has collapsed in the past. T18 could be retained, advice would be sought from the Arboriculturist. Where trees are removed the scheme will propose to replace them, probably at a ratio of 3 to 1 (tba) using native species and designed by others as part of landscaping and ecology scheme. Tree group three which contains trees 14-16 will, at present, remain subject to advice from the Arboriculturist and is not currently proposed for removal as a group or individually.

7.17 Principle of Development

It is considered that the site can easily be seen to be physically and notionally connected to the longitudinal pattern of development of Danaway. Furthermore because the plots to the Western side of Maidstone road and the former Gleneagles Petrol Station protrude further south along Maidstone road than the southern edge of the application site the new proposals do not add to the development envelope in the way that simple attaching a land parcel to a ribbon of development might. The development therefore has little or no spatial impact in the countryside location. The Pre-app(s) have shown that Swale can consider the site as in a sustainable location.

7.18 Impact on the character and appearance of the area

The site has been noted as of low landscape quality and sensitivity. It doesn't provide a buffer to Danaway or act as a needed corridor to the village. Furthermore the site is well screened on 3 sides. The proposed houses will be similar to the existing pattern of development on the South Eastern side of Maidstone road and therefore will not represent a departure from the establish nature of ribbon development on the road. In addition the houses have been designed to use traditional materials and features to be in harmony with the Architecture of the Road.

7.19 The large G1 tree screen that lines the Eastern side of Madsone road and forms the Western boundary to the site will be intact after the development and although a number of trees will be removed at the Northern corner of the site this is a location where spatial openness already exists in that the site gives way to access to Hawthorns to the North. Therefore the new vehicular opening will read as part of that existing openness and not a new opening in the G1 screen.

7.20 Highway safety and parking

As above each house will be provided the relevant vehicle and cycle spaces. The new roadway has been designed to allow for the relevant vehicle splays for safe access and agrees to the site and a turning head provided to the new roadway to allow larger vehicles to enter and exit the site in a forward gear and therefore parking and safety will be properly provided for. Further design and justification will be provided at the time of making a Planning Application.

7.21 Flooding

AEGAEA have provided a Flood Risk Assessment that has stated that the site is Flood Zone 1 and that therefore in a Flood Event occupants of the house and the houses will not be at risk. The FRA also states that the roadway out side the site is likely to remain dry but that other parts of Maidstone Road may become flooded in a Flood Event. The FRA therefore does not, currently, suggest that mitigation measures are required.

7.22 Trees

An arboricultural statement is provided as part of this application. It sets out that most of the tree and hedge stock on the site is of poor and low quality. However the scheme still proposes to retain the vast majority of all existing planting. Trees in Tree group one (T2 – T13) are proposed for removal to allow a safe vehicular entrance to the site. These can be replaced in the landscaping scheme that will accompany a planning application. As above these trees are of low quality and safe removal would be favoured anyway due to their condition. The same is true of Tree group 2 which contains trees 17 – 22.

7.23 Ecology and Biodiversity

See accompanying report and statement.

7.24 Living Conditions

As above the houses are generally relatively isolated from existing neighbours:- the Western boundary is heavily screened by G1 and the existing houses to the Western side of Maidstone Road are set well back. The only neighbour to the site will be Hawthorns and consideration has been given to the spatial relationship between the northern most house and Hawthorns, see above.

7.25 Additional the Governments Technical Housing Standards have been followed in spatial design of the houses. The guide requires that a 4 bed detached house be 124m². The two house types areas are as follows:- Unit 1 is 165m² and Units 2 & 3 are 215 m²

7.26 In addition the requirements of paragraph 10 of the Tech Housing Standards have been met.

7.27 Land contamination

A contamination condition will be accepted if required.

7.28 Sustainable Design and construction

A sustainability condition will be accepted.

8.0 Use

8.1 The site is currently associated with Hawthorns, a dwelling sitting at the North end of the site. It is mainly meadow/ mown grass and contains various planting areas, green house, outhouse and hardstanding.

8.2 The proposed use is to construct 3 dwellings on the site and create a wildlife area to the south.

9.0 Amount

9.1 The total site area including Hawthorns and its retained garden is 6152m². The area of site to become 3 houses and wildlife area is 4015m². There are three houses which comprise 2 house types with the following areas :-

9.2 Unit 1 –

Ground floor GIFA – 90m²

Lounge – 22m²

Dining Rm – 11.5m²

Kitchen – 15.5 m²

Breakfast – 12.5m²

First Floor GIFA – 75m²

Master Bed – 13.5m²

Bed 2 – 14.5m²

Bed 3 – 7m²

Bed 4 – 10.5m²

Total Floor area – 165m²

9.3 Units 2 & 3

Ground Floor GIFA – 120m²

Lounge – 30m²

Kitchen – 19m²

Dining/ Living space – 27m²

First Floor GIFA – 95m²

Master Bed – 16m²

Bed 2 – 14.5m²

Bed 3 – 13.5m²

Bed 4 – 10m²

10.0 Layout

10.1 The site layout is simple; a new access road will be formed on the West side of the site accessed through the tree line from Maidstone Road. That Access road runs north/south along the western boundary allow access to 3 houses directly to its East.

10.2 Each house has a semi-private space to its front to allow for parking and access to each house front door.

10.3 Each house has a garden to the rear in the normal way.

10.4 The site is a slopping site in both NS and EW directions. Levels will be carefully managed to give level access to front and rear doors, see site sections drawing.

11.0 Scale

The new houses have been designed to be of a similar scale to the context of the Road. The new houses have an eaves height of approx. 4.7m - 5m and ridge heights of approx. 9m which accords with the houses that form a ribbon along the Eastern side of Maidstone Rd in Danaway, see the street elevation drawing.

12.0 Landscaping

See landscaping scheme.

13.0 Appearance

The houses have been designed to be a mixture of facing break, timber weather boarding and plain tile roofs all as discussed and presented and found supportable in the second Pre-app to Swale. The materials accord with traditional materials in the area and in Danaway, see 2.0 Site Context.

14.0 Access

As at layout above. Access is simple; the new roadway and pathway provide access from Maidstone Road to the houses. From there occupants pass over the semi-private area to the front gardens from where they enter the front doors.

15.0 Conclusion

15.1 It can be seen above that although the site may technically be regarded as outside of the built-up area boundary (although as above Swale Borough Councils Settlement Hierarchy Study document Draft report dated August 2020 states that the village has no built-up area boundaries) its location at the end of a ribbon of development in Danaway and across the road from further existing development that then extends past its southern edge will mean that it doesn't have the same effect of extending development in the location that it might otherwise have. In addition this against the back drop of the visual and spatial "stop end" created by the elevated M2 bridge some 450 metres to the south means that the extension of development into the existing domestic parcel would have little appreciable, spatial or practically detrimental effect on the existing setting.

15.2 Additionally since the proposals deliberately maintain the majority of all boundary screening (G1-G3) and the trees to Tree Group one, though removed, form part of an existing area of openness on the site the existing character of the site will be largely maintained.

15.3 Furthermore the site itself can be seen to be of low spatial and landscape quality and has been recognised to be as such by the Planning Officer. Therefore, as set out in the Planning Statement there is tacit Policy and strategic support for the provision of housing in such locations.

15.4 The houses have been set out and designed to be in harmony with the existing pattern of development and Architectural expression as seen on the Eastern side of Maidstone Road and therefore do not represent a departure from the established aesthetic of Danaway. Additionally aside from the vehicular entrance it's unlikely that they will be particularly noticeable from outside the site and therefore the existing character of the site will remain, as above.

15.5 The proposals have avoided falling into over development by limiting proposal numbers to 3. This number has largely been guided by the physically available site area when compared to the pattern of development on the Eastern side of Maidstone Rd. To have less would be to propose a pattern of development that does not exist in the location. And even with 4 houses as proposed an ecological and bio-diversity buffer can be offered at the southern end of the site.

15.6 Three pre-apps have been undertaken prior to this formal planning application, all have shown support for the proposals. The first pre-app tested the principle of development only and the Pre-app response supported the principle in the event that Swale could not meet its 5 Year Housing Land Supply (5YHLS) target which it hadn't at that time. The second pre-app brought forward design proposals in the form of a 4 unit scheme. The pre-app supported the designs, recommended that the numbers be reduced to 3 but in all other areas supported the proposals. However at that time Swale Planning stated that they had by then achieved their 5YHLS target and therefore the scheme could not be supported due to its location. However since the second pre-app Swale have stated that they have not achieved their 5YHLS returning the in-principle development advice to that of Pre-app no.1 i.e. supportive of the principle so that that together with the support for the Architectural design puts the proposals in a favourable position. As above the second Pre-app also urged the applicant to make a further pre-app submission to Kent Highways. This was done and Kent Highways supported the proposed connection to the Maidstone Road and also the visibility splays that were shown. In addition the Highways pre-app offered further advice on car parking etc all of which are reflected in the formal planning application.

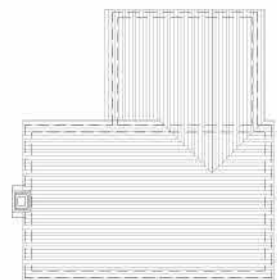




1 Ground Floor plan



2 First Floor Plan



3 Roof Plan



4 Side/ North Elevation



5 Front/ West Elevation



6 Rear/ East Elevation



7 Side/ South Elevation

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 5. All structural timber to be pre-treated with preservative.
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CUSTOMER

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PROJECT

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SHEET

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SCALE AT A1

1:100

DATE

Aug 24

DRAWING STATUS

PRELIMINARY16

PROJECT NUMBER DRAWING NUMBER REVISION

2470 15 -

scale in metres
0 1 5 10

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CLIENT
Wyndham Property Group

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Proposed Plans
& Elevations

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SCALE AT A1: 1:100
DATE: Aug 24

DRAWING STATUS: PRELIMINARY

PROJECT NUMBER: 2470
DRAWING NUMBER: 16
REVISION: -

scale in metres
0 1 5 10

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17.0 Indicative 3d





